The China Mail.

ESTABLISHED 1845

No. 15,708. 光緒三十一年八月廿九日 HONGKONG, THURSDAY, SEPTEMBER 4, 1913. 中華民國二年八月廿四日 PRICE, $5.00 Per Month.

THE UNREST IN JAVA.

EXPECTATIONS OF TROUBLES IN NEAR FUTURE.

The Penang Gazette of August 27 publishes the following special article :—Without seeking to enquire too closely into the reasons, it seems pretty clear that if there is not exactly a conspiracy of silence on the part of the Press of Java, the papers there certainly fail accurately to reflect the real state of affairs in the island and the imminence of a revolution against Dutch rule.

We are in close touch by mail and cable with reliable correspondents in Java, and according to the information which they furnish the trouble, which has long been brewing, was expected to come to a head this week. The officials, apparently, have inside knowledge of what is transpiring, because warnings have been issued to Europeans employed in the interior of the country on isolated estates, railway construction work and the like, away from populous centres. In some districts the Europeans have been ordered to collect in sugar factories where they can offer, if necessary, an armed defence to revolutionaries.

The troops are not regarded as sufficient to suppress a general uprising, but parties are being distributed among the disaffected districts and there is an unusual display of military activity.

The secret society having for its motto "Java for the Javanese," which was started not so long ago, is now said to number hundreds of thousands of members. Cheribon alone has about 30,000, and other places, Sourabaya for instance, even more. While some of the objects aimed appear to be excellent from the point of view of the Javanese, the means likely to be used will include assassination and violence. Blood shed is regarded as almost certain, as the natives are declared to have quite got out of hand.

While in some respects insufficiently strict, Dutch rule is described, generally speaking, as harsh and unjust. "What is wanted," remarks one of our correspondents, "is firmness combined with justice, and that is where the Dutch have failed to make good." "You may imagine how troublesome things are," he continues, "when big firms employing hundreds of Europeans are absolutely stopped—some men being in one places and others handed together in others. Sugar factories are in a state of defence and can be readily manned. Yet, superficially, nothing is noticeable except the boycotting of shops and refusals to drive Europeans in some places.

Our correspondent confirms the news that two leaders of the Secret Society have been banished to Timor and that one of the Princes of Solo has been arrested. Small local riots have occurred where natives have assaulted Europeans, but there has been no serious disturbance. "And yet," concludes our informant, "within the next few days we are led to expect a rising of a very grave nature, probably worse than that of 30 years ago."

We can only hope that our correspondent's fears are exaggerated and that the clouds will blow over. But our readers in Sumatra and elsewhere will doubtlers be interested in the information that has reached us, and to which we now give publicity.

THE KAISER AS AN "ARTFUL DODGER."

The German Emperor, who is spending his holiday in the Norwegian fiords, enters keenly into the sports of the villagers. Recently he organised a regatta, one of the chief events of which was a sculling race for ladies only.

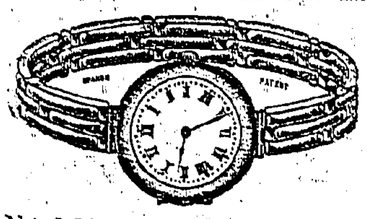
After a keen fight there was some disappointment that the first prize went, not to the local favourites, but to a pair of strangers, two handsome ladies who came from some neighbouring village. When the Kaiser came to distribute the prizes, however, the mystery was solved. His Majesty caused the two strangers to stand aside, and awarded the first prize to the second crew, remarking that he had ventured to smuggle into the contest two of the best looking and most promising young lads in his yacht's crew, dressed up in female attire, to act as "runners up" and encourage the others to still more strenuous efforts, and so achieve the best possible record.

BUSINESS NOTICES.

INTIMATIONS

G. FALCONER & CO., LTD.,

LADY'S GOLD WATCH BRACELETS IN LARGE VARIETY.



ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager*,

Hongkong, August 12, 1908. 1788

THE KWONG HIP LUNG CO., LTD.,

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 300 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. K.9.
Tenders furnished on application.

WONG PING WA, *Manager*.

Hongkong, April 1, 1912. 45

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

THE QUEEN'S ROAD CENTRAL CO.,

AND GENERAL MERCHANTS,

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

PERFECT FIT GUARANTEED.

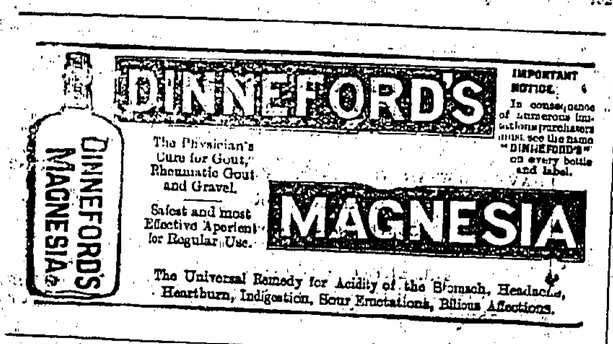
THE ONE PRICE STORE.

High Standard of Quality.

Cheapest Store in the East.

Queen's Road Central: The Old Supreme Court. Telephone 1450.

Hongkong, June 10, 1913. 732



WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at Home.

Price $14 per annum, including postage. THE CHINA MAIL, LD., Wyndham Street.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-coloured water, &c., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening and exhausting discharges, restores the failing energies, and imparts new life and vigour to those who feel as recently seemed played out, used up and valueless. Bottles Price 2s. 9d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatsoever form met with; removing all blotches, pimples, acne, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, eczema, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, goitre or Derbyshire neck; it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, tickling, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 9d. 33s.

Send stamped addressed envelope for free booklet, or P.O. 2/9 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS' CASH CHEMISTS.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OGUI, MUTAGE, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

AGENTS for SAKITO, & OYUBARI COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Kobe, Osaka, Tokyo, Yokohama, Nagoya, Shanghai, Hongkong, Hankow.

TELEGRAM ADDRESSES for above: "IWASAKI."

Codes:—A.I., ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

For particulars, apply to

K. KATO,
Manager,
No. 8, PEDDER STREET,
HONGKONG.

516

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET LEAGUE Competition, 1913/1914, (1st and 2nd Divisions) will CLOSE to the undersigned on FRIDAY next the 5th prox at Noon. Entrance Fee $10 each Team.

H. H. TAYLER,
Hon. Secy. & Treasurer.

C/o Hongkong Cricket Club.

Hongkong, Aug. 30, 1913. 1083

U. S. R. C.

THERE will be an EXTRAORDINARY GENERAL MEETING at the CLUB GROUNDS on WEDNESDAY September 10th, at 5 p.m.

To discuss the repairs to the CLUB BUILDING and any other matters connected with this subject.

All Members are Particularly requested to attend and to be punctual.

By Order,
T. M. WAKEFIELD, CAPT.
Hon. Secretary.
U.S.R.C.

Hongkong, August 30, 1913. 1082

NOTICE.

HONGKONG AND CHINA GAS COMPANY, LTD.

ON and from October 1st, 1913, the PRICE of GAS to the Public will be REDUCED to $2.50 per 1,000 CUBIC FEET.

By Order of the Directors,

J. Mc. CUBBIN,
Acting Local Secretary and Resident Engineer.

Hongkong, August 9, 1913. 980

FOR THE SUMMER MONTHS.

SPECIALITIES

COARNED OX TONGUES
CORNED BEEF
CORNED PORK
PRESSED BEEF,
GERMAN SAUSAGES

These are a few of the delicacies offered for sale by

THE DAIRY FARM CO., LTD.

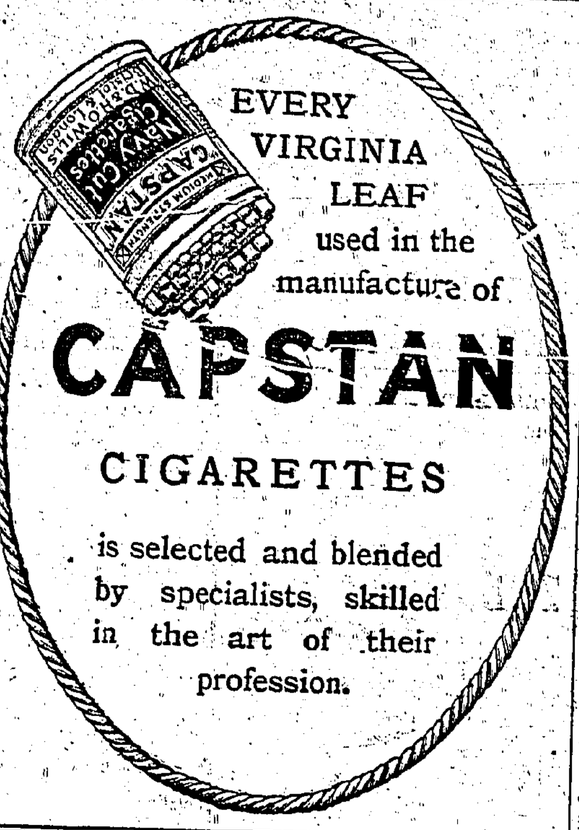
68

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all irregularities. Chemists of Ladies always have a box of Martin's Pills in the house, as that on the first signs of any irregularity of the System a dose may be administered. Those who have thus recommended them, have their reward throughout the World, or post free 2/-. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS

If you happed to be late your meals will be Courteously and Promptly served just the Same. Only at The ALEXANDRA CAFE.



KWANGTUNG NEWS.

APPEAL AGAINST AN ESTABLISHED CHURCH.

(*From Our Own Correspondent.*)

September 3.

It would seem that one Leung Ka-i-chin, a member, of the National Assembly in Peking, has been trying to induce the Assembly to establish Confucianism as the recognised religion of China. This attempt has called forth a vigorous protest from some of the other members of the Assembly, and some very sensible remarks have been made. The protest has been sent by telegram to all the provinces in China, and the leaders of the recognised religions, which to-day are supposed to enjoy freedom in China. We see that those who are supposed to be interested are the Buddhists, the Tauists, the Mohammadens, the Roman Catholics and the Young Men's Christian Associations. The protest points out that regulations have been issued, which give all religions an equal chance, but which specially favours none. Whilst this is so how can one of them, and it matters nothing which, for the sake of argument be selected, and made predominant over all the others? It is also pointed out that those who now are urging this procedure were at one time, and not long ago, eager to reinstate the Manchus on the throne; therefore, it is likely that after all this is but an attempt to buttress up the old, and probably may be the means of accomplishing the hidden intention, which is to get back to the old ways. The writer then points out that in the past, those who upheld Confucianism, did so because it suited their purpose, and, by so doing, they thought that they were strengthening their own position and gaining their own ends. These ends were not in themselves the worship or the exhaltation of the Sage, but the getting of as much power and influence as possible, and the keeping of it in their own hands. Confucius if left alone can take care of himself, and so need not be put in such a false position. Then if this were done, what about the other religions of China? And what is to be done with the many millions that follow, and believe in these other religions? There are Buddhists, Tauists, Mohammedans, Roman Catholics and Protestant Christians. What about them? Again, the Republic is composed to-day of Five sections, and all are supposed to be welded into one country and to have assumed the form of a Republican Government. What then is the treatment meted out to the masses of the inhabitants if Confucianism is to be made the State religion, and none of the others recognized, and perhaps after a little time persecuted? Everybody can see that this is not the way to establish a firm foundation on which to rest the Republic, for there must be equality in religion as well as in everything else, and perhaps it is of more importance that equality should be insisted upon in this regard. So the protest goes on, and there is a good deal of vigour in some of the thoughts and objections that are here presented to us. What exactly will be done in this regard no one can at present say. It is a healthy sign, however, when some of the leaders of the people recognise the facts of the case and remind the Conservatives that to-day there are other religions in China besides Confucianism.

WANG SHEK REPORTED IN DANGER.

Wang Shek is situated on the North River, and is between Tsing Yuen and Ying Tak. The river at this juncture is rather narrow, and the hills on either side precipitious, and so the country is fitted for the lurking place of robbers and pirates. It seems from the report before us that those hills are swarming with robbers and the town is in grave danger of being sacked. It is true there are some troops there, but they are said to be altogether inadequate to meet the swarms of roughs which are threatening the situation. Already for some time the river has been cleared of boats, so that no cargo boats have to go up or down, as they will certainly be pirated. The appeal for more troops is very piteous, and if within three days more troops are not sent up, that the river may be cleared, the railway stations guarded and the people protected, then all the country near will be overrun and devastated by those bandits, and of the necessaries of life there will be nothing in the people's dwelling. From other sources we learn that much of the North River is in a very unsettled condition, and some parts of it in a very dangerous state.

2,000 YEARS OLD.

Shorthand Used in Ancient Rome.

Shorthand is so intimately associated in our minds with the rush of modern times and methods that it is startling, says a writer in the "Philadelphia Record," to learn that some form of it was known to the ancient Greeks and Romans. Yet there appears to be little doubt that the orations of Cicero were reported with a skill and rapidity equal, perhaps, to those of many modern stenographers.

It is, however, difficult to state just how old is the system of abbreviated writing. The Greeks called it tachygraphy. Xenophon is believed to have employed this system of taking notes of the lectures of Socrates, which would take it back to the fifth century before Christ. This is disputed by some authorities, but there seems to be no doubt about its use in the first century.

By some it is held that the development of shorthand was due especially to Marcus Tullius Tiro. Born in Latium in 103 B.C., Tiro, who was a slave, was reared with Cicero, who was some years his junior. Freed, he became Cicero's secretary, and in this capacity aided him greatly. In the famous trial of Cataline (63 B.C.) the stenographic skill of Tiro was shown at its height.

In the first century before Christ a discourse of Cato Uticensis was, according to Plutarch, taken down by shorthand reporters. Early in the third century of our era is encountered the term "semeiograph" (stenographic character), used by the Greek orator Flavius Philostratus. Origen, of Alexandria (A.D. 185-254), noted his sermons in shorthand, and Socrates, the ecclesiastical historian of the fourth century, said that parts of sermons of St. John Chrysostom were preserved by the same process.

THE ROCKSAVAGE—SASSOON WEDDING.

Lord Rocksavage, heir to the Marquis of Cholmondeley, was married to Miss Sybil Sassoon, daughter of the late Sir Edward Sassoon, the millionaire, at the Registry Office of St. George's, Hanover-square, in Buckingham Palace-road, recently. The bride belongs to an ancient Jewish family, while the Peerage to which the bridegroom is heir dates back to the seventeenth century.

The wedding party consisted of six persons—the bride and bridegroom, Lord Cholmondeley, Sir Philip Sassoon, M.P. (brother of the bride), Mrs. Louise Sassoon (the bride's aunt), and Mr. David Gubbay, a relative of the bride. The bride, accompanied by Mrs. Louise Sassoon, was the first to arrive. The ceremony was conducted by the Superintendent Registrar and within fifteen minutes of entering the building the bridal party left.

The bride, who signed her full name, Sybil Rachel Cecile Betty Adele Sassoon, and gave her age as nineteen, wore a dress of blue chiffon over mauve, with a mauve sash, and a small blue hat with ospreys. Lord Rocksavage, who is thirty years old, wore a blue suit and a Homburg hat.

The late Sir Edward Sassoon left estate of £1,013,000 gross.

The Man Who Gets There

Is the man who has blood—real, rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

PRICES, $1.25 and $2.25.

ENTERTAINMENT.

FILLIS' CIRCUS

GRAND OPENING

TO-NIGHT

AT

CAUSEWAY BAY.

20 Star Turns
Culled from the World's Greatest Shows.

In our Special Waterproof Tent.

Doors Open at 8.15 p.m.
Performance at 9.15 p.m. Sharp.

PRICES OF ADMISSION

Box 6 Seats	$15.00
Box Single Chairs	$3.00
First Chairs	$2.00
Second Chairs	$1.00
Gallery	50 cts.

Sailors and Soldiers in uniform, half price

Matinees.

Every Wednesday and Saturday, at 4 p.m.

Children Half Price to Matinees only.

1st Matinee, Sat., 6 Sept.

Special Trams after Each Performance.

Booking at MOUTRIE'S.

HAVE YOU SEEN "LIZZIE"?

The four-legged marvel, most wonderful freak ever exhibited in the world. LIZZIE can be seen daily for a small charge from 10-12 2-4 and 9-11.

Hongkong, Sept. 4, 1913. 1031

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices on WEDNESDAY, the 24th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1913.

The TRANSFER BOOKS will be CLOSED from the 10th to the 24th of September, both days inclusive.

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, Sept. 3, 1913. 1069

BON TON.

CHEAP SALE

COMMENCING

11th SEPTEMBER

FOR TWO WEEKS ONLY.

A NICE ASSORTMENT

of

SUNSHADES, BOOTS AND SHOES,

DRESS MATERIAL etc.

Must be Cleared Regardless of Cost

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m...Every 15 minutes
8.00 a.m. to 10.00 a.m...Every 10 minutes
10.00 a.m. to 11.00 a.m...Every 15 minutes
11.30 a.m. to 12.45 p.m...Every 15 minutes
12.45 p.m. to 1.15 p.m...Every 10 minutes
1.15 p.m. to 1.45 p.m...Every 15 minutes
1.45 p.m. to 2.15 p.m...Every 10 minutes
2.15 p.m. to 5.00 p.m...Every 15 minutes
5.00 p.m. to 8.10 p.m...Every 10 minutes

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m...Every 15 minutes
10.30 a.m. to 11.00 a.m...Every 10 minutes
11.45 a.m. to 12 Noon....Every 15 minutes
12.00 Noon to 1.00 p.m...Every 10 minutes
1.00 p.m. to 5.00 p.m...Every 15 minutes
5.00 p.m. to 8.00 p.m...Every 10 minutes
6.00 p.m. to 7.00 p.m...Every 15 minutes
7.00 p.m. to 8.10 p.m...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS' Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

SIEN TING,
Surgeon Dentist.
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation Free.

OYSTERS, Fresh, Fried or Stewed. Findon Haddocks, Kippers, &c.
ALEXANDRA CAFE

'Want' Advertisements

PREPAID

$1 per inch..... 3 insertions
$2 " " ..... One week

FOR SALE.

ABOUT 500 lbs. ENGLISH TYPE Clarendon and Nonpareil (Modern), complete fount, including Italic.

In good condition. Send offers to

'TYPO,'
Care of 'CHINA MAIL' Office.

Hongkong, March 21, 1913. 405

MILNERS'

SAFES

AS SUPPLIED TO THE

PRINCIPAL BANKS

AND

BUSINESS HOUSES.

GEO. P. LAMMERT,
Agent.

Hongkong, May 20 1911. 589

FOR SALE.

ONE FULL SIZE

Burroughs and Watts

BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMMERT.

Hongkong, June 1, 1910.

JAPANESE MAKERS.

EVERY KIND OF Footwear MADE TO ORDER

CHERRY & CO.,

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, May 5, 1910.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

Hongkong September 4, 1909.

THE

'CHINA MAIL'

Can be obtained at the following places in Hongkong:—

The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kiosk, Blake Pier.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
Lau Pang Kee (Astor House Hotel)
Ah Choo (Queen's Road).
Wo Cheong (D'Aguilar Street)
Buttonjee & Son (Kowloon).
Hung Cheung (Kowoon).
etc., etc., etc.

THE

CHINA MAIL

Washing Books.

Price ..... 50 cents.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE RAILWAY DISASTER.

GRUESOME DETAILS.

LONDON, Sept. 4.

The papers are full of grutsome narratives of the railway accident. The passengers who were uninjured used a plentiful supply of golf clubs belonging to returning tourists to smash windows in order to extricate those who were imprisoned in the debris. The shrieks of the victims lasted only for a minute, and then followed complete silence. The dead probably include three missing children belonging to an injured woman and nurse. Some of the dead will never be identified, as only their ashes were recovered. Ghastly heaps of remains lying in the waiting room are numbered, and the description of one—"portion of a child,"—gives an idea of the condition of the bodies.

The signalman in the last box passed by the two expresses has been interviewed, and he has said that he was astonished to see the second express dash by at full speed, but he was absolutely helpless. Three minutes later he heard the crash, although it was three miles away.

THE INQUEST.

An inquest at Aisgill was formally opened and adjourned.

DEAD IDENTIFIED.

So far, seven of the dead have been identified, among them being John Patterson, a London accountant, a Glasgow nurse and three children of Mrs. G. Morrison, Southsea, her sister-in-law and nurse.

GUARD'S HEROIC EFFORT.

A heroic effort was made by the guard, Whitley, of London, in charge of the Glasgow express. He rushed along the line placing detonators and waving a red lamp. He was horrified to see the train dashing past.

THE "UNWRITTEN LAW."

SENTENCE SUSPENDED.

SEOUL, Sept. 4.

Mr. Mason, the American mine manager who was sentenced last month to eighteen months' imprisonment for killing a Chinese employe who committed a rape on his daughter, has had his sentence suspended. This is equivalent to acquittal.

BULGARIA AND TURKEY.

SUGGESTED ANTI-GREEK ALLIANCE.

LONDON, Sept. 3.

The Bulgarian delegates, General Savoff, the ex-Commander-in-Chief, and General Tocheff, who was formerly Minister to Belgrade, accompanied by two Military advisors, have left for Constantinople to conduct the negotiations regarding Adrianople and other pending questions between Turkey and Bulgaria.

Turkish circles are beginning to incline very strongly to a close understanding with Bulgaria, as a most effective ally against Greece, and even an Alliance is mooted.

The right bank of the Maritza will be the most knotty point in the negotiations. The Turks apparently intend to insist upon the retention of Demotika, Ortakeuy, and other places, but may possibly be ready to effect a deal by return concessions.

LATER.

A telegram from Constantinople states that the Bulgarian Commission arrived and was received with military honours.

THE MARCONI SHARE TRANSACTIONS.

MR. LLOYD GEORGE AND LORD WOLMER.

LONDON, Sept. 3.

A long correspondence between Lord Wolmer and Mr. Lloyd George in regard to the latter's purchase of shares in the American Marconi Company has been published. Mr. Lloyd George took exception to a public statement by Lord Wolmer that the Chancellor of the Exchequer and his friends accepted a tip from a Government contractor, by which he might have made £30,000. This Mr. Lloyd George heatedly denied, to which Lord Wolmer retorted that if the Chancellor lost, it was because he held them too long. The correspondence then goes over old ground, and concludes with a sharp passage of arms on the subject of Lord Wolmer's grandfather and father.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

GREAT BRITAIN AND THE NEXT OLYMPIC.

LONDON, Sept. 4.

The Olympic Games Committee continues to draft detailed schemes for the preparation of athletes. For example, with regard to wrestling, the Committee recommends co-operation with existing athletic and gymnastic boxing clubs, with the view to attracting men to wrestling and of enlisting the co-operation of Army and Navy officers, as well as Universities and schools.

THE "MODEL KING."

LONDON, Sept. 4.

A telegram from Madrid states that King Alfonso has pardoned his assailant of April 13, who was sentenced to death. The newspapers applaud the generous act as that of a "Model King."

EX-KING MANUEL'S WEDDING.

LONDON, Sept. 4.

A telegram from Sigmaringen states that the Prince of Wales has arrived to be present at the wedding of ex-King Manuel to-day. The Prince was cordially welcomed by the Royal personages present and cheered as he drove through the decorated streets towards the castle.

THAW AN UNDESIRABLE ALIEN.

LONDON, Sept. 4.

A telegram from Sherbrooke states that the Judge has granted a writ of Habeas Corpus to Thaw, who was thus technically free for a moment, but immediately afterwards he was rearrested as an undesirable alien by the Immigration Authorities. It is expected that by this means he will be deported to the United States.

THE DUBLIN RIOTS.

CITY STILL UNSETTLED.

LONDON, Sept. 3.

The Dublin Coal Merchants' Association has decided to lock out all workmen belonging to the Transport Union.

Four Nationalist Members of Parliament have asked the Lord-Lieutenant for an immediate enquiry into the conduct of the police.

The excitement increased in the evening through the collapse of two slum houses, burying thirteen families. Seven dead bodies have been recovered and 50 are missing.

FUNERAL OF A VICTIM.

At Dublin the funeral cortege of the man Nolan, who was a victim of the riot, covered all the main thoroughfares, followed by a strong force of police. Perfect order prevailed, and many women carried wreaths.

THE PAINTERS' STRIKE IN LONDON.

LONDON, Sept. 3.

The London painters have rejected the master decorators' offer which was an immediate grant of a penny an hour extra, the other half penny to be referred to arbitration.

THE £150,000 PEARL NECKLACE.

FIVE MEN DETAINED IN LONDON.

LONDON, Sept. 3.

The five men detained by the London police in connection with the recent theft of a famous pearl necklace, and who it is expected will be brought up at Bow Street to-day are stated to be of Jewish appearance, and two of them are believed to be foreigners. Some of the missing pearls are said to be in the hands of the Police.

The necklace was stolen on the 15th July, apparently in the post between Paris and London. It was valued at £150,000. Much mystery was attached to the affair, as the box was delivered with the seals intact.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE BREEDERS' ST. LEGER.

LONDON, Sept. 4.

The Breeders' St. Leger 11 furlongs was run at Derby to-day and resulted as follows:—

Roseworthy, ...1
Louvois, ...2
Night Hawk, ...3

The betting was 9 to 4 against Roseworthy; 13 to 8 on Louvois; 100 to 6 against Night Hawk.

Four ran, won by half a length, three lengths dividing second and third.

The St. Leger favourite Louvois carried the same weight as Roseworthy.

ENGLISH COUNTY CRICKET.

LONDON, Sept. 4.

Sussex beat Surrey at Hastings by 21 runs.

The Yorkshire v. M.C.C. at Scarborough and the Hampshire v. Leicestershire at Leicester matches were drawn.

BRITISH M.P.'S IN AUSTRALIA.

LONDON, Sept. 4.

A telegram from Sydney states that Lord Emmott, speaking at a luncheon in honour of the visiting members of the Imperial Parliament, said that it would be worth while if some of Britain's greatest statesmen could find time to visit the Oversea Dominions.

AUSTRIAN LOAN TO CHINA.

FOR AUSTRIAN-BUILT CRUISERS.

VIENNA, Sept. 3.

Three banks have taken over £1,200,000 Chinese six per cent. Treasury bonds of an average currency of four years. They are guaranteed by the annual receipts of the Estate Transfer Duty. The major portion will be devoted to the acquisition of three cruisers, to be built in Austrian yards.

(Wah Tsz Yat Po's Service.)

CHINESE NEWS.

PEKING, Sept. 4.

Fung Kwok Cheung, Commander-in-Chief of the Northern troops, has reported that the capture of Nanking was brought about by Chang Hsun's ability alone.

Hung Hsi Ling, the Premier, proposes to increase the duty on tobacco and wine throughout the Republic.

A Presidential mandate appoints Chang Shun Tutuh of Kiangsi in succession to Cheng Teh Chuan, who has been dismissed his office. It is reported that Chao Feng Chun will be appointed Tutuh of Chihli.

NORTHERN SUCCESSES IN SZECHUAN.

SHANGHAI, Sept. 4.

The Northern troops have achieved success after success in Szechuan Province in the suppression of rebels, but they are still very far from Chunghingfu, the centre of the Independent district. The inhabitants of this city, in anticipation of fighting, are leaving in large numbers.

OFFER TO CAPTURE SUN.

A JAPANESE PROPOSAL.

PEKING, Sept. 4.

Three Japanese have jointly addressed a letter to the Central Government offering to capture Dr. Sun Yat Sen and Wong Hing, who are seeking refuge in Japan, if a big reward is offered. The letter has been forwarded to the Japanese Minister by the Government.

HONGKONG CHINESE HONOURED.

ADVISORY APPOINTMENTS AT CANTON.

CANTON, Sept. 4.

In view of the greatness of the task which confronts him in Canton General Lung intends to ask a number of experts to advise him in the re-organisation of various Departments. Among the list of names of those who are to be invited to assist are those of two Hongkong gentlemen, Mr. Lau Chu Pak, and Mr. Sin Tak Fan. Mr. Lau will be asked to assist in financial matters and Mr. Sin with legal questions.

A DREAM OF ADVISERS.

A Mad Vision from Peking.

BY L. HARDING.

A memorable demonstration has just taken place in the capital which alone should more than make up to the citizens of Peking in dramatic and sensational effects for the stirring events of the rebellion in the Far South. Just as the exciting military campaigns along the Yangtse were making the contrasting dullness and deadness more unendurably humiliating day by day, a little notice was posted up on a certain house in Morrison Row which changed the whole situation and shook the precedence of the South in dramatic interest to its foundations.

The little notice was no more or less than an invitation to the advisers of the Government, foreign and Chinese, to assemble in secret conclave for the discussion of "certain grievances."

To the cognoscenti the momentous character of this announcement was instantly apparent, and diners at Peking's one good hotel lost count of the courses and missed dance after dance at the Saturday night hop in anxious preoccupation over the unprecented state of mind this must represent among many of the most correct and unimaginative people in all this great capital. The consternation among the Government may be measured by the fact that six letters to prominent Southern sympathisers went safely through the post unopened, unread, unprescribed. The tension was awful.

The great day at last arrived up-stairs in the Hongkong and Shanghai Bank, where the meeting was to be held, Cossack officers and Mexican bluejackets were setting out 400 little chairs in rows, while some cavalry subalterns of the Hongkong Bank guard were laying out the impedimenta of afternoon tea in a corner.

Carriages were now coming up Legation Street in an endless line, and from them descended a never-ceasing line of gray-headed, statesmanlike veterans, many of them covered with decorations. Among these latter the Orders of the Purple Parrot and the Smiling Sloth were most in evidence, having been presented liberally a month or so ago to advisers whose special qualification was that their advice has not been asked over a period of six months.

An hour before the meeting was to begin, the room was packed and the Swiss Marines at the doors declared that not another adviser could be jammed in. This was serious enough, for a line of carriages still extended past the Russo-Asiatic Bank building, and a great cloud of rickshaws containing under advisers, secretaries to advisers, and other fledglings to this great procession, had only just begun to arrive.

The leaders held a consultation. Dr. Morrison was for adjourning to the Temple of Heaven; others suggested abandonment of the proceedings altogether. But the advisers within the hall became restive; and a swelling murmur of resentment and protest came form the horde of advisers outside, which now extended almost to the Chienmen gate, and whose foremost members were now pressing up the stairs and shouting "Meeting, Meeting" in eleven languages and several dialects.

At last some one had an inspiration, "Sir Robert Bredon's Band!" The idea caught like wildfire. Out went the call to the faithful bandsmen, and soon they had gathered in the midst of the seething and excited crowd, instruments in hand and led by Sir Robert himself. In the excitement of the moment it was not noticed that many of them had been at the meeting all the time as qualified advisers.

The leader flourished his baton, and to the lively strains of "The Girl I Left Behind me," an impressive procession started down Legation Street, rounded the corner of the Hata-men Street and marched in rather unsteady order towards the Von Ketteler Memorial at the corner of the Austrian glacis, when a halt was called, and the enormous cavalcade broke ranks and took up positions on the vast tract of ground extending from the Legation Wall across the road to the Hotel Mascotte, the Hotel Bristol and adjoining buildings parallel to the wall.

In a few moments there was a great sea of people crowding into this space, choking its acre-and-a-half gradually into a completed congestion. Nothing could be seen but silk hats, while the din was terrific.

In the far distance, on the Austrian Wall, could be seen the tall, gaunt figure of Dr. Morrison, raising an ineffectual hand for silence. But the band was still playing somewhere—no one could tell exactly where—but occasionally, above the clamour, could be heard the far-away voices of some Americans accompanying the time it played with the well-known words: "John Brown's body lies a-mouldering in the grave, But we go marching on."

Speeches were going on nearer the wall, but nine out of ten of the advisers heard them not. Waves swept back and forth through the crowd, and a fringe of respectable gentlemen were swept now and again into the hotels which lined the road. The fourth wall of the Apollo Theatre, that pathetic ruin, tottered under the pressure and fell with a crash.

Night was coming on, and yet the army, one might almost say the scourge, of advisers, could not resolve itself into intelligent, manageable proportions. The stars came out, and many were still there, arguing and declaiming one to another the grievances they had met to solve. "I was appointed an adviser in China thirty years ago," said one patriarch, with a long, white beard, "and my advice has been asked only once." "We want to advise, that's it," caught up a number of voices; and into the night swelled a great cry: "*We want to advise*".

It was useless. Night had come; the band had disappeared; the great opportunity was lost slowly the army of advisers melted away into the darkness, until the great space opposite the Austrian glacis was deserted. The demonstration was over. The advisers crept back to their palaces, to their fretting inactivity and their ease, and to their comfortable salaries.

But this wave will rise again, Peking knows. The menace has shown its horrid head, and some day will yet be when the flood will overcome its frail dams and the advisers will burst out. Then will be the dreadful year of the advisers' Atrocities, and nothing but a huge indemnity from those who advised them to become advisers will be sufficient to calm their outraged feelings and to recompense their wasted years.—China Republican.

THE NEW DELHI.

VALUE OF INDIAN ART.

A paper read at a meeting of the East India Association, at Caxton Hall, Westminster, recently, by Mr O. F. Oertel, superintendent engineer, of Allahabad, dealt principally with the most suitable architecture for the new Delhi.

Speaking after twenty-five years' experience of India, Mr Oertel said he had completely come round to the view that salvation for India lay in the adoption of some form of Oriental architecture which had grown up in the country, and was most suited to its climatic and other conditions. What they wanted for India was not a Greek and Roman renaissance, but a renaissance of Indian art and architecture. That want was being clearly felt, and it was our clear duty to help and foster the movement, and guide it into the right channel.

At the present moment a great and unrivalled opportunity had come for the encouragement of Indian art in the building of the new Delhi, and he trusted that that opportunity would not be allowed to go by without being taken full advantage of. We were not in India as colonists intent on making a home there as nearly as possible like the one we had left behind. We had avowedly broken away from the traditions of the East India Company. The King-Emperor, in public Durbar, had proclaimed his intention of removing his capital from Calcutta to the seat of the old Mogul Empire at Delhi. By so doing he signified that India was to be ruled for India's benefit alone and according to Indian sentiment, thereby forming a lasting and beneficial union between India and England, for their mutual advantage.

The British were too apt to disregard sentiment and appearances, and to forget that the Indian peasant would largely judge the character of our rule by the public buildings in which our administration was carried on. If these were foreign to his understanding, the British raj would remain foreign to him, however just, equitable, and beneficial that rule might be. Though the building of the new capital could not be indefinitely delayed, one or two winters devoted to the study of Indian architecture would not be a waste of time.

£26,000 FOR A HOUSEKEEPER.

Mr. Evan Abraham Morgan, a Hove physician and surgeon, who died on May 23 last, left his fortune of £26,257 11s 4d. to his housekeeper, Miss Elizabeth Lake Hiddings, subject to a life annuity of £208 to his brother, Richard Abraham, a mining engineer, of Hengoed, Glamorgan.

He stated in his will that Miss Hiddings had served him honestly and faithfully for about twenty years as a domestic and housekeeper, only taking about eight days' holiday during that time.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail	Remarks.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE, Capt. H. Powell,	4 p.m. 5th Sept.	Freight and Passage.
SHANGHAI	ASSAYE, Capt. G. J. Coldwell,	About 11th Sept.	Freight and Passage.
LONDON, via Usual Ports of Call	DEVANHA, Capt. W. R. Hickey,	Noon, 13th Sept.	Freight and Passage.
LONDON & ANTWERP, via S'pore, P'ang, Cmbo, Port Said, & Marseilles	NYANZA, Capt. H. N. Rivers, R.N.R.	About 17th Sept.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWETT, *Superintendent.*

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC-ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong	From Quebec.
EMPRESS OF RUSSIA...Wed., Sept. 10.	EMPRESS OF BRITAIN..Fri., Oct. 3.
EMPRESS OF INDIA...Wed., Sept. 24.	ALLAN LINE.....Fri., Oct. 24.
EMPRESS OF ASIA.....Wed., Oct. 8.	EMPRESS OF BRITAIN..Fri., Oct. 13.

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPRESS OF RUSSIA' and 'EMPRESS OF ASIA' are new quadruple screw 20 knot turbine steamers of 18500 tons gross—the finest, fastest and most luxurious on the Pacific.

All Steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON.

EMPRESS OF RUSSIA / EMPRESS OF ASIA	Optional Atlantic Port	£71.10.
EMPRESS OF INDIA / EMPRESS OF JAPAN	do do	£65.

MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port.....£43.
" Boston or New York.....£45.
Meals and sleeping car across Canada not included in above rates. If required such will cost £6 additional.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination.	Steamers. Displacement	Sailing Days.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	KITANO MARU, Capt. Cope, Tons 16,000	WEDNESDAY, 10th Sept., at Daylight.
	IYO MARU, Capt. Hirase, Tons 12,500	WEDNESDAY, 24th Sept., at Daylight.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA	AWA MARU, Capt. Shimizu, Tons 12500	TUESDAY, 9th Sept., at 4 p.m.
	SADO MARU, Capt. Asakawa, Tons 12,500	TUESDAY, 23rd Sept., at 4 p.m.
	YOKOHAMA MARU, Capt. ——, Tons 12,500	TUESDAY, 7th Oct., at Noon.
KOBE & YOKOHAMA	TANGO MARU, Capt. Yoshikawa, Tons 13,500	THURSDAY, 11th Sept., at 11 a.m.
	KAMO MARU, Capt. ——, Tons 16,000	THURSDAY, 25th Sept., at 11 a.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. Winckler, Tons 9,300	WEDNESDAY, 24th Sept. at Noon.
	INABA MARU, Capt. Tominaga, Tons 12,500	WEDNESDAY, 22th Oct. at Noon.
NAGASAKI, KOBE AND YOKOHAMA	INABA MARU, Capt. Tominaga, Tons 12,500	WEDNESDAY, 24th Sept., at Noon.
BOMBAY, via SINGAPORE, AND COLOMBO	BOMBAY MARU, Capt. Tozawa, Tons 6,000	SATURDAY, 6th September.
CALCUTTA via SINGAPORE, PENANG, & RANGOON	COLOMBO MARU, Capt. ——, Tons 6,000	SATURDAY, 6th September.
SHANGHAI, MOJI & KOBE	RANGOON MARU, Capt. Kamoshita, Tons 12,000	SUNDAY, 7th Sept.

¶ Fitted with new system of wireless telegraphy. ‡ Cargo only.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) Available for 2 Months.

Commencing 1st June, ending 30th September, 1913.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class $135	$122	$108	$95.
2nd class $ 81	$ 75	$ 65	$57.

With option of Rail between Steamers calling Ports in Japan.

For further information apply to

T. KUSUMOTO, *Manager.*

Telephone No. 292.

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a re-print of a series of articles that appeared in the *CHINA MAIL*

PRICE... .. .. 50 cents.

SHIPPING

THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.

Also Nile 11,000 tons; China, 10,500 tons, and Persia, 8,000 tons.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Telegraphy, Submarine Signal service and Bilge Keels, Cuisine under personal supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COST by this route to London with its unrivalled opportunities is £71 10s. for a return ticket. From To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £35 to London (return ticket £60) and to San Francisco £25. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Services on application.

Steamers:

* PERSIA	9,000 Tons	Sailing	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	"	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	"	SATURDAY, 4th Oct., at 1 p.m.
* CHINA	10,000	"	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	"	TUESDAY, 21st Oct., at 1 p.m.

* Intermediate Steamers.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.	Arrive Manila.	FROM MANILA. Leave Manila.	Due Hongkong.
Sept. 13....PERSIA	Sept. 15.	Sept. 2....PERSIA	Sept. 4.
Oct. 14....CHINA	Oct. 16.	Sept. 10....KOREA	Sept. 12.
Oct. 28....NILE	Oct. 30.	Sept. 24....SIBERIA	Sept. 26.

King's Building (opposite Blake Pier). *Telephone No. 141*

R. C. MORTON, *Agent.*

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA,

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 Knots. Displacement 22,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU INTERMEDIATE STEAMERS.

Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Captain.	Date of Sailing.
Hongkong Maru	S. Togo	Friday, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th SEPT., at Noon.
CHIYO MARU	W. W. Green	FRIDAY, 17th OCT., at Noon.
NIPPON MARU	A. G. Steven	WEDNESDAY, 5th NOV., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th NOV., at Noon.

The S.S. HONGKONG MARU will be despatched for San Francisco, via Manila, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 19th Sept., at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS. The Steamers:—

ANYO MARU, BUYO MARU & KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons		Date of Sailing
Buyo Maru	10500	Saturday,	4th Oct., at Noon.
ANYO MARU	18500	WEDNESDAY,	3rd DEC., at Noon.
KIYO MARU	17,200	THURSDAY,	5th FEB., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, *Agent.*

KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

Steamer	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
ST ALBANS	—	Sept 19th, at 11 a.m.
EASTERN	Sept. 20.	Oct. 10th, at 11 a.m.
ALDENHAM	Oct. 11.	Oct. 31st, at 11 a.m.
EMPIRE	Nov 1.	Nov. 21st, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Lights, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

Steamships	Captain	Leaving.	
HAICHING	Capt. W. C. Passmore	FRIDAY, 5th Sept.,	at 11 A.M.
HAIYANG	Capt. A. K. Hoggins	TUESDAY, 9th Sept.	at 11 A.M.
HAITAN	Capt. J. E. Roach	FRIDAY, 12th Sept.	at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

HAIHUN	Capt. J. W. Lucas	WEDNESDAY, 10th Sept.,	at 11 A.M.
		SUNDAY, 14th Sept.,	at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS LAPRAIK & CO.
General Managers.

SHIPPING

CHINA NAVIGATION CO., LD

SAILINGS SUBJECT TO ALTERATION

For	Steamers	To Sail
NINGPO, SHANGHAI & NEWCHWANG	Ningpo	Sept. 6, Daylight.
SHANGHAI	Chenan	Sept. 6, Midnight.
MANILA, CEBU & ILOILO	Taming	Sept. 9, at 4 p.m.
SWATOW, AMOY, NINGPO & SHANGHAI	Kweilin	Sept. 10, at Noon.
SHANGHAI	Luchow	Sept. 11 at 4 p.m.
WEIHAIWEI & TIENTSIN	Kuzichow	Sept. 13, at Noon.
SHANGHAI	Yinchow	Sept. 13, Midnight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI.'

MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tean Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

SHANGHAI LINE. The Twin Steamers 'Anhui,' 'Chenan,' 'Linan,' and the S.S. 'Luchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES: Single $45 Return $75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail.
*YOKOHAMA, KOBE & MOJI	LAISANG	FRIDAY, Sept. 5, at 4 p.m.
*SINGAPORE, PENANG & CALCUTTA	KUTSANG	FRIDAY, Sept. 5 at 2 p.m.
CHINWANTAO	HOPSANG	SATURDAY, Sept. 6, at Noon.
*MANILA	YUENSANG	SATURDAY, Sept. 6, at 2 p.m.
†SHANGHAI	HANGSANG	SUNDAY, Sept. 7, Daylight.
* TIENTSIN via WEIHAIWEI	CHEONGSHING	TUESDAY, Sept. 9, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	TUESDAY, Sept. 9, at 2 p.m.
* MANILA	LOONGSANG	SATURDAY, Sept. 13, at 2 p.m

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Kutsang, Namsang & Pooksang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Laisang, Kumsang, Loyat, Yotshing* and *Suisang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei & Tsingtau.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. *FULTALA*, 4154 tons gross, Capt. Childy, will be despatched for Yokohama, Kobe and Moji on the 10th September at 4 p.m., taking cargo and passengers at current rates.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARDS.

For	Steamers.	Date of Departure.
LONDON & ANTWERP	'RADNORSHIRE'	12th October.
LONDON, & ANTWERP	'VESTALIA'	18th October.
LONDON & ANTWERP	'DEN OF RUTHVEN'	26th October.

NEW TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'DEN OF GLAMIS'	23rd September.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'DEN OF AIRLIE'	16th November.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'MONMOUTHSHIRE'	14th December.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JELUNGA, 5,206 tons, Captain Sullivan, will be despatched for KOBE and MOJI on 19th September.

S.S. A. APCAR, 4447 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 23rd September.

WESTWARD

S.S. G. APCAR, 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 17th September.

S.S. DILWARA, 5,378 tons, Capt. Ranage, will be despatched as above on 22th September.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

SHIPPING

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *DEVANHA*, Captain W. R. Hickey, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 13th Sept., at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Malwa* from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay in the *Egypt* due in London on the 25th October, 1913.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, August 30, 1913.

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 10th of September will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th of September, at 9.30 a.m.

All claims must reach us before the 17th of September, 1913, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, Sept. 3, 1913. 1073

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship POLERIC, having arrived, Consignees of cargo are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 11th September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th September at 9.30 A.M.

All Claims must be presented within ten days of the steamer's arrival and no claim will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.,
Agents.

Hongkong, Sept. 3, 1913. 1074

NOTICE TO CONSIGNEES.

STEAMER *MAGELLAN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. *Siden* and *Basque* and from Havre ex s.s. *Basque* and from Bordeaux ex s.s. *Ville d'Arras* in connection with above steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after the 4th September, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th September, or they will not be considered.

All damaged packages will be examined on 4th September 1913, at 3 p.m.

No Fire Insurance has been effected.

S. C. de BUSSIERRE,
Acting Agent.

Hongkong, Aug. 30, 1913. 1061

THE FATAL ACCIDENT TO MR. CODY.

Detailed Account.

Mr. S.F. Cody, one of the best-known and most popular of airmen, was killed while flying near Aldershot on the 7th ult., with Mr. W.H.B. Evans, of the Sudan Civil Service, the old Oxford and Hampshire cricketer, who accompanied him as a passenger in the flight and shared his fate.

The machine was the new large biplane which Mr. Cody had built for the purpose of competing in the "Daily Mail" seaplane race round Great Britain for a prize of £5,000, which was due to start on the 10th ult.

It appears that the fatal journey was the second which Mr. Cody had made on that morning as the final tests of his biplane. At an early hour he ascended from his shed on Laffan's Plain and successfully accomplished a flight of 70 miles. On this trip Mr. Cody carried another passenger, Mr. Keyser, who had driven over from Reading with Mr. Evans for the purpose. It was the intention of one of the sons of the airman, Leon Cody, to have accompanied his father on the second journey, but at the last moment he made way for Mr. Evans. The start for this flight was made shortly after 10 o'clock. Within half an hour the disaster happened. The few spectators who saw the occurrence from a distance appear to agree that immediately before the mishap the biplane was flying leisurely and steadily. Suddenly the wings were observed to buckle up, and the machine fell to the ground.

MESSAGE FROM THE KING.

The following message was received by General Sir Douglas Haig from the King:—

"I have received with profound regret the news of the death of Mr. Cody. I saw him on several occasions at Aldershot, and always appreciated his dogged determination and dauntless courage. His loss will be much felt at Aldershot, where he did so much for military aviation. Will you convey to Mrs. Cody and her sons my sincere sympathies with them in their sorrow?"

MR. CODY'S CAREER.

Samuel Franklin Cody was a native of Birdville, Wise County, Texas, and was born in March, 1862. His early years were spent in adventurous wanderings and in acquiring on the prairies that reputation for fine horsemanship which, together with a striking resemblance in personal appearance, often led him to be confused with the other Cody, "Buffalo Bill," of whom he was, in fact, no relation. The "Colonel" frequently attached to his name was an altogether unofficial designation.

It was as a kite-flyer that Cody first came into prominence. When he arrived in England some 22 years ago his dramatic appearance and confident manner, while they surprised those who met him, did not greatly impress his hearers with the seriousness of his ambitions. But Cody was of all men the least liable to be distracted from his fixed purpose and beliefs by contempt, ridicule, or even calumny. Just as later, when he started building aeroplanes, people mocked his theories—though they never denied his pluck—so, when he prophesied the future of the kite, the attitude of many of those who possessed twice his education and none of his genius was that of mere pity for an imaginative "crank." Gradually, however, his box-kites forced themselves into notice. It is hardly necessary to say that a kite equipment to-day forms part of the organization of almost all modern armies. Even the aeroplane is not likely soon to displace it altogether.

HIS CAREER AS AN AIRMAN.

With the improvement of the petrol motor Cody's genius and energy found a field for infinite adventure. His early attempts to fly involved a series of failures which might well have discouraged a less determined man, but although he started with little practical knowledge of the internal combustion engine, he was largely responsible, in 1907, for the engineering work of the Army airship Nulli Secundus, which Colonel Capper piloted from Farnborough round St. Paul's to the Crystal Palace. Meanwhile, at his expense, he was struggling more strenuously than ever with his biplane, which had been presented to him by the War Office as useless, and in September, 1908, he succeeded in getting off the ground. A year later he achieved a cross-country flight of 40 miles in 80 minutes—a "world's record" at the time.

Of his earlier achievements the most noteworthy was his success in accomplishing the circuit of Great Britain in the £10,000 competition organized by the "Daily Mail" in 1911. The winning machines, of foreign construction, were met at every stopping point by an army of mechanics, who attended to their requirements while the pilots were resting. Cody had none of this support. He carried a few tools in his pocket, and when his machine needed repair he came down and tinkered it himself with such material as could be procured from the local blacksmith. It was this sporting way of doing things, coupled, no doubt, with his age and picturesque appearance, which endeared him to the crowd. He had become almost a national institution—he was naturalized as a British subject during the Doncaster Meeting of 1909—and he was immensely popular with the the spectators, who were always confident that, whatever mishaps might befall him on the way, "good old Cody" would struggle home. In the course of his career he had a number of severe falls, but nothing seemed to affect his nerves and keenness. A very careful flyer himself, he considered age no impediment to a pilot. Although he had had no previous experience with the seaplane, not only had he entered for the forthcoming "Daily Mail" race round Great Britain the machine on which he has met his death, but, gallant veteran that he was, he was building an enormous triplane with which he intended to attempt next year the flight across the Atlantic.

CONFLICTING ACCOUNTS OF THE ACCIDENT.

Mr. Hugh Foster, the deputy-coroner for Aldershot, held an inquest on the bodies of Mr. S. F. Cody and Mr. W. H. B. Evans at the Connaught Hospital, Aldershot.

Gunner Harold Maxted, R.G.A., said that through a pair of prismatic field glasses he watched the whole of Mr. Cody's last flight. He said positively, and the cross-examination of the Coroner and of Mr. Perrin did not shake his evidence, that the rear part of the machine broke away first and fell to the ground. Then the two passengers fell from the front of the machine, and directly afterwards the two wings closed together, tips uppermost, above the fuselage.

Mr. Charles Norman Keyser, 20th Hussars, said the whole machine seemed to crumple up, as he was watching from a distance of half a mile. The two men fell out a second or two afterwards. The aeroplane was about 100ft. up when it crumpled, and it dropped about 20ft. before the two men fell out. They were close to Mr. Cody's shed, and were gliding down.

MR. PERRIN'S VIEWS.

Mr. Harold Ernest Perrin, secretary of the Royal Aero Club, said that he and a committee had examined the wreckage. The machine was very much broken up and there was very little to assist them in coming to a conclusion. In the inquiry which had yet to be made they would have to go carefully into technical details, and to do that they would need drawings of the aircraft, which Mr. Leon Cody believed to be among his father's papers. There was a top right-hand central section, they were given to understand, that was picked up about 100 yards from the trees into which the remainder of the machine fell. He thought that was the piece that was seen to fly away. He thought that if Mr. Cody and his passenger had been strapped in they might not have been killed. The seats were unscratched. There were no spars sticking across the fuselage which might have injured the aviators. They might when they struck the trees have been thrown down 15ft. or 20ft.; but he could not help thinking that if they had been strapped they would not have been thrown out before they reached the trees, and it was just possible that they might not have been killed. There was much controversy as to whether one should be strapped in or not. On the whole the majority of flying men did strap to-day.

In reply to the Coroner, Mr. Perrin said:—I do not for a moment think it was an error of judgment on Mr. Cody's part. He was too expert a flyer for that.

The Coroner in summing up said there was no evidence as to what broke away, and if they wished to wait the result of the inquiry by the Aero Club he would adjourn the inquest.

The jury expressed the desire to wait this finding and to meet again on October 15.

THE FUNERAL.

Amid every sign of sympathy and regret the remains of Mr. S. F. Cody were buried in the Aldershot Military Cemetery. All military honours possible were paid in recognition of the services the dead airman had rendered to military aviation. The band and the pipers of the 1st Battalion of the Black Watch headed the funeral cortege to the cemetery. The coffin was borne on a Horse Artillery gun and covered with the Union Jack, the team of horses for the gun being provided and ridden by the Royal Engineers. The route to the cemetery, a distance of over two miles, was lined by thousands of sympathizers, and in the cortege were representatives of most of the regiments in the Aldershot Command. The Royal Engineers and the Army Service Corps had very strong detachments present. The parades were quite voluntary, and the numbers present were evidence of the popularity Mr. Cody enjoyed among the soldiers. The floral tributes numbered over a hundred, and were taken by motor lorries of the Royal Flying Corps to the cemetery. Among these were floral models of aeroplanes, propellers, and war-kites sent from airmen at the Brooklands Aerodrome, Hendon Aerodrome, the Royal Aero Club, the Reigate Aero Club, and members of the naval and military wings of the Royal Flying Corps.

A PROPOSED MEMORIAL.

We have received from the joint committee of the Aerial Leagues an appeal asking that the support of "The Times," which was given last year to the fund raised by the Leagues for the widow and orphans of Lindsay Campbell, the Australian airman, may be extended to a great national subscription for Mrs. Cody and her family, who have been left in very straitened circumstances.

Subscriptions may be sent to Colonel H. S. Massy, 25, Denison House, Vauxhall Bridge-road, S.W. All cheques and postal orders should be crossed "Lloyds Bank, West Kensington."

In the House of Commons Mr. MacCallum Scott asked the Prime Minister whether, in view of the services rendered to aviation in this country by the late Mr. Cody, it was proposed to make any provision for his dependants.

Mr. Asquith said he was inquiring into this matter.—"Times Weekly."

OPERATION HOAX.

Surgeon's Joke in a Liner.

PASSENGERS DUPED.

"What becomes of the boisterous medical students and where do our grave doctors come from?" asks one of Robert Louis Stevenson's characters in "The Wrecker." It has been left for a party of eminent American physicians and surgeons to show that beneath the surface the practitioner is a student still and will carry out a "rag" that will fill the breast of the student with envy.

Eighty American physicians, including the officers of some of the greatest hospitals in the United States, left New York last month in the Bremen for a tour in Europe to conclude at the International Congress which opened in London recently. On the evening of the third day a masquerade ball was in progress when Dr. Richard Keyes, clinical assistant of the New York Polyclinic Hospital, rushed forward.

"Stop the music," he cried. "Dr. Fitzgibbon has been taken seriously ill. An operation may be necessary."

Instantly the music stopped. The dancers went slowly and with hushed steps to the dining-room, where Dr. Fitzgibbon lay, white faced and groaning heavily. A consultation was rapidly held, and it was decided that, although there was no hope for the patient, an operation would be tried.

Fifteen medical men stood round the patient. Dr. Seiman, of Philadelphia, and Dr. Albee, professor of orthopaedic surgery in the University of Vermont, dressed in operating clothes, with gloved hands and muffled faces, dipped their instruments in the antiseptic. The crowd of passengers in the gallery of the dining-room looked on, too fascinated to withdraw and too moved to speak.

With the quick hand of the practised operator Dr. Seiman made an incision. Men held their breath and women gasped. The surgeon's hand came out. The awed spectators gradually became aware that he held an enormous ham. Apples, grapes, a loaf of bread, a pineapple next appeared. But it was only when the patient sat up and in deep tones demanded a glass of beer that the semi-hysterical onlookers realised that they had been hoaxed. The grave and reverend leaders of American medicine had enacted a mighty "bluff."

BLUE FUNNEL LINER ASHORE.

The "Times" of July 29 states:—Two serious strandings were reported yesterday, the vessels concerned being the Blue Funnel liner Titan and the Elder Dempster steamer Winneba. The former, which is on a voyage from Tacoma and Yokohama to London and Liverpool, has stranded on Mussari Reef, Jeddah; she is leaking in No. 1 tank and in the forepeak, but her position is described as not unfavourable. Her cargo, which consists principally of hemp, a valuable commodity, is not being discharged, but only shifted from the fore to the aft part of the vessel. There appeared to be some doubt as to whether the vessel had called at the Straits Settlements, but we are informed that she shipped some cargo at Singapore. The Titan is a steamer of 8,980 tons, built in 1900, and managed by Messrs. A. Holt and Co. It is understood that the hull is not insured in the market, but interests in cargo are undoubtedly large.

MEMO FOR TO-DAY.

5.30 p.m.—Meeting of Hongkong F. A. Council at Messrs. Shewan Tomes & Co's. Offices.

9.15 p.m.—Fillis Circus at Causeway Bay.

MEMO. FOR TO-MORROW.

Noon—Entries close for Hongkong Cricket League.

11 a.m.—Auction of Furniture at Messrs Hughes and Hough's Sales Rooms.

9.15 p.m.—Fillis' Circus, at Causeway Bay.

General Memoranda.

SATURDAY, September 6:—

11 a.m.—Auction of Messrs. Fairall & Co's. Surplus Stock at their store.

2.30 p.m.—Auction of Furniture &c. at the Pacific Mail Co's. godown (West Point).

2.30 p.m.—Auction of Cigars at Mr. Geo. P. Lammert's Sales Rooms.

4 p.m.—Matinee—Fillis' Circus.

8.15 p.m.—Grand Concert and Variety Entertainment at Theatre Royal.

WEDNESDAY, September 10:—

5 p.m.—Extraordinary General Meeting U.S.R.C. on the Club grounds.

The China Mail

HONGKONG, THURSDAY, SEPT. 4, 1913.

THE DEVELOPMENT OF JAPAN'S IRON INDUSTRY.

THE Swedish Commercial Attaché reports that the Japanese manufacturing and financial firm of Mitsui Bishi is making arrangements for the erection of blast-furnaces in Korea. The new works are intended to be situated on the Chinnampho River, about 10 miles from its mouth, at a pointed up to which the river is navigable for steamers up to 500 tons. It is intended to commence with two blast-furnaces, each of tons capacity per 24 hours. The ore will be derived from some conveniently located limonite deposits, from whence the State steel works at Wakamatsu, in Kyushu, also draws a considerable portion of its requirements of ore. Good coal for coking is said to be found a short distance from the ore deposits. The ore is stated to have the following composition:—Fe 23 to 53 to 56 per cent., Mn 0.02 to 0.05 per cent., S 0.03 to 0.05 per cent., and P 0.08 per cent. In Manchuria, too, Japanese enterprise is to the front. The Tokio firm of Okura and Co. formed, a year or two ago, jointly with some Chinese capitalists, a company—the Penhsihu Coal Mining and Iron Foundry Company—which concern is now building blast-furnaces at Penhsihu, some 60 miles south of Mukden. It is under contemplation to build four blast-furnaces, each of 150 tons capacity per 24 hours, two to be built as the first stage, and they are to be situated in the immediate vicinity of the coal-fields. The price of the coal is stated to be about 6s. 3d. per ton at the mouth of the pit. The coal contains 12 per cent. ash, which it is expected, can be reduced to 7 per cent. The ore is to be taken from some magnetite deposits at about 10 miles distance from the iron works. The whole blast-furnace installation is calculated to entail an expenditure of some £350,000, and work in connection with the exploitation of the mines to rather more than £200,000. The blast-furnaces are being built after English practice, but the plant and machinery are to be supplied by German firms. The coke ovens are built according to the primitive native Chinese method. Japanese engineers have planned the entire installation. A new tube-rolling mill is being erected at Kawasaki, in the vicinity of Tokyo, by the Nippon Kokan Kabushki Kaisha, company formed by Tokyo capitalists, including the above-mentioned firm of Okura and Co. The manufacture is to comprise both gas tubes and boiler tubes of good quality. The raw material for the former is to be manufactured on the spot, for which purpose a Martin furnace of 30 tons capacity is being built. The raw material for the boiler tubes will be imported. The plant of the tube-rolling mill is of the Mannesmann type, and the works are expected to be in operation towards the end of the year.

SOCIAL AND PERSONAL.

Major E. B. Scott, R. G. A. from No. 10 Company, R. G. A., Cork Harbour, has been appointed Armament Officer, at Singapore.

Lieut.-Colonel F. P. S. Taylor, A. S. C., who gave up command of the A. S. C. at Hongkong on promotion recently, has been appointed Director of Supplies and Transport of the "White" force during this year's home manoeuvres.

NEWS OF THE DAY.

The plague return issued to-day is blank.

The German Asiatic Bank has received authority to issue high tael notes and dollar notes.

A Chinese, aged 28 has been sent to hospital suffering from wounds to the head inflicted by two men who are in custody.

An Indian at Wanchai has been sent to hospital by Inspector McHardy, supposed to be suffering from the effects of alcoholism.

A robbery was committed at a shop at Shaukiwan between seven and eight o'clock last night. Clothing value $25, as well as 32 dollars in money were stolen.

The Chinese licensing clerk at the Central Police Station went out to visit a friend at 204 Queen's Road Central last night, and suddenly fell down and expired in the house. Death is supposed to have been due to heart failure, and the body was taken to the mortuary.

A Chinese emigrant bound for Singapore, who apparently changed his mind on the emigration question, jumped overboard from one of Messrs. Jardine, Matheson's boats as the vessel was passing Green Island yesterday. He was picked up by the coxswain of the steam launch Cheung Chau, running between Hongkong and Macao, and was afterwards sent to the office of the Secretary for Chinese Affairs.

Inspector McHardy and a party of police visited 14 Amoy Lane last night and found 13 men playing fan-tan. At the Magistracy to-day the keeper of the house was fined $100 or three months, and the players were fined $3 each or seven days. A Chinese constable, (No. 113) either fell or was pushed from the roof of the house into the back yard, and was so badly injured that he had to be sent to hospital.

A Chinese schoolgirl, aged 9, residing at 5 U Yam Lane, was returning from school yesterday, and just before reaching the door of her house two men seized her. One held her by the throat and the other pulled from her wrists a pair of gold mounted bangles, valued at $13. The men afterwards made off in the direction of Queen's Road. A Chinese constable pursued them, but the robbers managed to elude him.

The Hongkong Cricket Club's Promenade Concert duly took place last night on the Cricket Ground. The audience was small, and among those present were H. E. Cland Severn, the Officer Administering the Government, and H. E. Major-General Kelly, C.B. The programme submitted was much enjoyed, and consisted of vocal items by Mrs. F. Ashton-Rutland and Messrs. W. S. Causey, C. P. Hay, R. E. White, S. L. Weibler, H. I. Jones and F. Soutar, while delightful selections were played by the Band of the 2nd Batt., D.C.L.I. Accompanying the vocalists at the piano were Miss Dorothy Gordon and Mr. George Grimble.

NEWS OF THE DAY.

The last stones from the base of the old Clock Tower were removed yesterday.

A number of missionaries who have been to Cheung Chau Island for a summer vacation returned to Wuchow yesterday.

The cargo of raw silk shipped on board the s.s. "Atlantique" 19° R. which left this port on July 15 was delivered at New York on the August 30.

The Hon. F. W. Collins has been reappointed an unofficial member of the Straits Settlements Legislative Council for a further period of three years from August 7.

Up to August 26, 17,513,177 lbs. of rubber had this year been exported from Port Swettenham, against 12,353,409 lbs. last year. The United Kingdom took 14,765,777 lbs.

The *Straits Echo* understands that the Chinese community of Penang have decided to present an address to Mr. Justice Thornton, senior Puisne Judge, on the occasion of his forthcoming retirement.

Mr. Tang Ir Kwong, Commander of the Shameen Guards for some months before the Revolution in 1911, and Brigadier General of the Forces in Shun Tak and afterwards in Kwangchow, has been appointed by Governor General Lung to be the Commander of the Military Police of Kwangtung *vice* Chan Fung Cheung, resigned.

A statistical return of the world's shipping losses issued by Lloyds shows that in 1912 British steam vessels lost, burnt or abandoned at sea numbered 108, with a gross tonnage of 245,358, which formed 1.38 per cent of the tonnage owned. The British Colonial vessels lost were eighteen in number, with a tonnage of 11,618. Twenty sailers were lost by Great Britain and twenty-eight by the Colonies.

The cruiser H. M. S. Kent arrived at Portsmouth on July 31, from China, on which station she has served for some years. Lord Northbourne, President, and Alderman W. H. Le May, Chairman of the Council of the Association of Men of Kent and Kentish Men, sent, on behalf of the members of the Association, the following message to Captain A. T. Hunt, commanding the cruiser:—"Hearty greetings on your return to Old England, and wish officers and crew a pleasant holiday." The cruiser is to be paid off and undergo a thorough refit, including the re-tubing of her boilers.—Broad Arrow.

Deep regret is felt in Peking at the death of Tong Kai son, Director of the Hsinghwa College, whose funeral took place in the College grounds recently in the presence of the American Charge d'Affaires Mr. Williams, and many Chinese and foreign friends of the deceased. Tong Kai-son was a member of one of the first parties of students sent to America by Li Hung-chang. He was formerly Secretary of the Waiwupu and represented China at The Hague Opium Conference, while, with Chow Tsz chi, he organised the Hsinghwa College and arranged for the engagement of men and women as teachers. He died at the age of 55 after a long illness.

PRESENTATION TO Y.M.C.A. SECRETARY.

MEMBERS' HANDSOME WEDDING GIFT.

The esteem in which Mr. F. G. White, secretary of the European section of the Y.M.C.A. of Hongkong, is held by the association members was evidenced by the large number who assembled at the association rooms last evening to witness the presentation of a wedding gift for which they had subscribed. Mr. White returned last week from Home with his bride, who was among those present at the presentation ceremony.

The members' gift was a beautifully carved black wood table and tea tray of artistic design the table serving as a stand for the tray, which is tastefully ornamented with Chinese silver. The articles are so fitted that they may be used separately or in conjunction.

Mr. T. Fuller, in asking Mr. White's acceptance of the gift, on behalf of the association members heartily welcomed him back to the association, and extended the welcome to Mrs. White. Reviewing Mr. Whites' work during the eighteen months the association had been in his charge, Mr. Fuller said Mr. White had an uphill task before him at first but in spite of the difficulties which he had to encounter he had completely transformed the spirit of the association. He asked Mr. White to accept their gift as a mark of the esteem in which they all held him, and in appreciation of his services to the Y.M.C.A.

Mr. White suitably thanked the members for their present and said he felt that his absence had served to knit them more closely together. They had carried on the work of the association splendidly in his absence.

Mr. Crowther Smith acted as hon. secy. to the presentation Committee.

ATTEMPT TO ASSASSINATE GENERAL LUNG.

On August 30 a Chinese youth in foreign dress, who had been refused an interview with Lung Kan Kwong, Assistant Army Commissioner, was found hiding under a suspension bridge leading from the Civil Administrator's to the Governor-General's yamen. It is thought that the youth's intention was to assassinate General Lung. The guards found upon him two Browning pistols. When informed of the affair General Lung was quite unconcerned.

NEW GOVERNOR OF HAINAN.

Chan Wing Ting, alias Chan Sai Wu, has been appointed Military Governor of Kiung Chow and Ngai Chow in succession to Tong Han, who absconded a few days ago.

THE MATSURA MARU.

The latest news received from the Mitsu Bishi steamer Matsura Maru, ashore on the Paracels, is that salvage work was proceeding satisfactorily. This information is several days old, and hopes are entertained that the vessel was got off at high water yesterday, which was at the top of the spring tides.

The captain advised the dispatch of 200 coolies to jettison the cargo, but owing to the small size of the Taikoo, the salvage steamer, only eighty could be sent. It is believed, however, that they would be sufficient to lighten the ship enough to enable her to be towed off.

A message has been received indirectly from Saigon to the effect that the Taikoo is returning, but it is thought that there is some mistake in regard to this information.

ARMY TRANSPORTS FOR HONGKONG.

The programme of military transports which call at Hongkong this trooping season is as follows:—

Transport "Soudan":—Leave Southampton, 3rd September, with 2nd Battn. Middlesex Regt. for Malta and drafts for Malta and North China. Arrive Gibraltar 8th, Malta 12th, disembark Middlesex Regt. and embark 2nd Battn. Gloucester Regt. for Tientsin. Arrive Port Said 16th, Suez 17th, Colombo 29th, Singapore 5th October, Hongkong 11th, leave 12th, Chingwantao 19th, disembark Gloucester Regt., embark 2nd Battn. Somerset Light Infantry for India, and leave 22nd, arrive Hongkong on return journey 27th, leave 4th November, arrive Singapore 9th, Colombo 15th, Karachi 21st, disembark Somerset Light Infantry, embark 1st Battn. Essex Regt. for Mauritius, leave Karachi 26th, arrive Mauritius 7th December, leave 9th, arrive Durban 15th, leave 19th, Capetown 22nd, arrive Southampton January 18, 1914.

Transport "Somali":—Leave Southampton 27th September with drafts for Ceylon, Singapore, Hongkong and North China. Arrive Gibraltar 2nd October, Malta 6th, Port Said 9th, Suez 10th, Colombo 22nd, Singapore 28th, Hongkong 3rd November. Leave Hongkong 11th November, Singapore 16th, Colombo 22nd, Suez 4th December, Port Said 5th, Malta 8th, Gibraltar 12th, arriving at Southampton 17th December.

BANK NOTES SEIZED.

Before Mr. Orme at the Magistracy this morning, three men were charged with being in unlawful possession of Kwang Tung bank notes to the amount of $63,800.

Mr. F. B. L. Bowley, who represented the police, asked for a remand.

Mr. G. Norrington, of Messrs. Brutton and Hett, who defended, asked for an early hearing of the case, having regard to the fact that the defendants had already been remanded for one week, and a large amount of bail had been asked for by the police. Witnesses were waiting who had come from Canton.

The case was fixed for hearing on Wednesday afternoon, bail being allowed in the sum of $5,000 for two of the defendants, and $2,000 for the other.

SHARE QUOTATIONS.

Mr. P. C. Potts, share and stock broker, Victoria Building, informs us that he received this morning the following share quotations by cable from London:—

	£	S.	d.	
Shells ("Bearers")	5	8	6	Middle price
Ural Caspians	3	2	0	Buyers
Mexican Eagles	2	7	0	Middle price
Kellans	1	13	0	Sellers
Tronohs	2	15	9	Middle price
Pahangs		10	6	" "

SPORTING.

Association Football.

88TH COY., R.G.A. v. BAND, D.C.L.I.

These teams played a friendly match at Murray Barracks yesterday evening. Goldsborough scored for the Gunners just before the interval the only point registered in the first half. Immediately on resuming, the Bandsmen nearly equalised. The ball beat the custodian, hit the post and was cleared. At the other end the goalkeeper missed a centre and Goldsborough again netted. Burt added another for the Gunners before the finish. Result:—88th Coy., R.G.A. 3; Band, D.C.L.I. 0.

Hongkong C.C. Croquet Tournament.

The following further games have been decided in the Hongkong Cricket Club Croquet Tournament:—Open Championship.—R. Baker beat T. G. Weall ×20,—1. ×7. Singles handicap.—First round; T. G. Weall (2) beat A. Denison (2) by 10 points. Second round: P. R. Wolff (3) beat R. Baker (1) by two points. Doubles Handicap.—J. F. Claxton and P. R. Wolff (3) had a walk over, G. A. Caldwell and Miss Caldwell (3) having scratched.

DEATH OF A CHINA WAR VETERAN.

Major William Godfrey Hale, late R. M. L. I., died on July 16, at Hambledon, aged seventy-seven. He was a son of the late Edward Hale of Hambledon House, and entered the service in September 1854. He became Lieutenant in July 1856 and and Captain in January 1867, retiring as a Major in September 1877. He served with the Baltic Expedition in 1855 (medal). He also served in the China Expedition of 1857-59, including the blockade of the Canton River, the landing before and capture of the city, in the expedition to the North of China in 1860, in the action at Sinho, the taking of Taku, storm and capture of the North Taku Fort, and subsequent operations, receiving the medal with three clasps. In China, from September 1867 till September 1869, he commanded a battalion of the Royal Marines from the Naval Squadron at the occupation at Yang-chow in November 1868, and at the attack and capture of three walled villages in January 1869, being twice mentioned in despatches. He also served in the Ashanti War of 1873-74, being awarded the medal.

COL. FRANK FILLIS' CIRCUS.

A Capital Show.

When it was announced that a visit was to be paid to Hongkong by Col. Frank Fillis' circus, it was generally expected that a satisfactory entertainment would be provided, but the programme that was submitted last night must have caused some surprise even to the most sanguine, for the show was really a superb variety entertainment. Although there are nineteen items on the programme, not one of these could be called a "fill-up" for they are all capital "turns." The only regrettable feature was the fact that the audience was not larger, but we feel confident that with such a combination of talent, that Col. Fillis will see crowded audiences during the remainder of his ten or twelve days' visit. The circus is housed in a huge marquee at Causeway Bay, and the seating accommodation is exceedingly comfortable. A very noticeable feature of this circus is the truly English air which seems to predominate; the clowns are English-speaking, and there is something Anglo-Saxon about the whole performance. The clowning is a most important factor in a circus, and when a clown cracks jokes in bad broken English and it is difficult for Britishers to understand them, how much more difficult must it be for English-speaking Chinese? The clowns Piccolo and Fiori caused a great deal of merriment last night, and their "business" was all the more entertaining because it was possible to hear everything that they said. They introduce some remarkably well trained dogs which perform tricks which were quite new to most of the audience. Tony Simple and Johnny Smoker are also capital clowns. In the circus are some of the finest horses yet seen in Hongkong, and the fact that they have been trained by Col. Frank Fillis is sufficient guarantee of the perfection that the thoroughbreds have attained in their work. Col. Fillis is a fine horseman, and Madame Fillis runs him a good second, for she, in smart riding habit, gives a remarkable exhibition of horsewomanship. The trained fox terriers belonging to Madame Fillis are delightful to watch, and the tricks by the horses and ponies are equally amusing. The Yegawa Troupe of acrobats and equilibrists have something astounding to show the audience, and their performance is one of the most attractive items of the long programme. Most of the things they do are quite new in their particular line of circus work. Miss *Jolly Coloman* proved by her daring that she was equally at home while careering round the ring on horseback, or steadily balancing herself upon a high trapeze. A most marvellous exhibition is that of Ajax, a contortionist who accomplishes such extraordinary twists of the body that he sends one away wondering if he has any bones in his body at all! The rough-riding exhibition by M. Maynier is very cleverly carried out, and there are many other items, too numerous to be commented upon singly, but all of which go to make up a most enjoyable entertainment. There is an efficient orchestra, and a special tram service has been arranged for all performances. There will be a matinee on Saturday.

TYPHOON WARNING.

The following telegram was received at the American Consulate General this morning:—

Manila, 9.15 a.m. September 4.

Cyclone or Typhoon N.W. of Aparri moving W.N.W. or N.W.

DEFENDANT'S TWO SOLICITORS.

Wanted to Protect Himself.

There was an unusual occurrence in the Summary Court this morning, an Indian defendant in a money-lending action being represented by two solicitors whom, as he explained, he had instructed in his anxiety to be adequately protected. The defendant, Issar Singh, was summoned by Shunir Singh who claimed $105, money advanced in two sums in February and June, 1908.

Mr. C. F. Mason, of Mr. F. X. D'Almada e Castro's office, represented the plaintiff; and Mr. P. W. Goldring and Mr. J. H. Gardiner appeared for the defence.

Mr. Mason having outlined the plaintiff's case,

Mr. Justice Kemp observed that it was rather unusual for a defendant to be represented by two solicitors.

Mr. Goldring: I am junior counsel, my Lord, taking a full note for the defence!

His Lordship: You do not want to give two addresses?

Mr. Goldring replied that he did not wish to say anything at all. He had had some difficulty in making defendant understand but when the Court interpreter came perhaps his Lordship would ask him to explain that if defendant was successful two sets of costs could not be allowed. "If that is done," he added, "it may enable me to withdraw with dignity from the case." He understood that there was a considerable amount of heat in the case.

His Lordship said he would have it explained to defendant that having two solicitors was a luxury.

His Lordship then explained that if he succeeded defendant would have to pay the costs of one of the solicitors out of his own pocket.

Defendant assented and explained that he engaged two solicitors to protect himself.

ALLEGED SEDITION.

Chinese Editor Arrested.

The editor of the "Shat Po" appeared this morning before Mr. Orme at the Magistracy, charged with publishing seditious articles in his paper.

Mr. F. X. D'Almada appeared for the defendant, and asked for a remand on bail.

Detective Inspector Collett said he wanted a week's remand, and asked that bail be fixed at $5,000.

Mr. D'Almada protested that such prohibitive bails kept a man in prison.

Mr. Orme said it was to prevent a man from going away.

Mr. D'Almada said the man was editor of a paper, and if he was to be punished, he would be punished. The bail was simply for the man's appearance, not to keep him in prison. He thought $500 would bring him.

Detective Inspector Collet said it was a bad case, and asked for $5,000 bail.

Bail was fixed in the larger amount, and the case will be heard next Thursday.

JOUST OF 1,000 MEN.

HOME RULE OFFER TO SIR E. CARSON.

"A kind of up-to-date Eglinton Tournament," at which the question of Home Rule shall be fought out in the lists by 500 men a side, is the suggestion of Mr. R. Ponsonby Staples, of Lissan House, County Tyrone, who put forward his proposal in an amusing speech at Cookstown, County Tyrone.

Mr. Staples, who is an artist, is a brother of Sir J. Molesworth Staples. His tourney proposal was couched in the form of a message to Sir Edward Carson, the leader of Ulster. Mr. Staples said:

"Can we not arrange a tourney of some kind in Ulster with 500 men a side, a kind of up-to-date Eglinton Tournament, combined with target practice as at Bisley? To satisfy the new militant Orangemen and Ancient Hibernians take twice twelve men a side all armed with blackthorns and have a good set-to. Coy but Convenanting demoiselles of Derry and Tyrone all live in these parts who practise first aid to the wounded (in serious competition to Badminton and tennis) and will most surely relieve with impartial tenderness wounded Hibernians or Orange and Unionis boys.

"If you (Sir Edward Carson) will entertain this idea let me offer you and your merry men Lissan Demesne; I think it could be arranged with my brother, who is president of the Lissan Unionist Club, on terms. All gate money (there are 5 gates), the cinematographic rights, special terms for American, Scotch, and English visitors, after defraying expenses, refreshments, etc., might reach a large sum if well advertised, and should be divided first, to compensate the widows and orphans of the slain or wounded; secondly, one third to the vanquished and two thirds to the victors.

"If the National Party is defeated in a fair and square fight, we accept to defer the National aspirations for Home Rule for another twenty years.

"If you and your Covenanters are defeated they unearth and yield up those crypts stores of rifles and accept loyally at the due time the Government of Ireland Bill. You must direct the Covenanters, and I will offer myself to lead the mere Irish. To this I have some claim, as of the blood of Shelim Duff O'Neill, of Shane's Castle, and Shiela O'Hara, his wife, by one of my great-great-grandmothers, Anne O'Neill, heiress of Shane's Castle."

BRITAIN TO RULE THE AIR.

New Policy at the Admiralty.

10 MORE AIRSHIPS; 200 WATERPLANES; FEWER LIGHT CRUISERS.

We are able to make on high authority a most important announcement concerning the policy of the Admiralty with regard to aerial defence.

The Admiralty has determined to acquire as soon as possible and to maintain the same superiority over foreign nations in the air as at sea. Great Britain is to possess a paramount air navy of all types of air-craft.

The new arm will be known as the Naval Air Service and will be separate and distinct from the Army aeroplane department.

Though "seaplanes"—the official title given by the Admiralty to naval waterplanes—are regarded as the most important branch of the new Service, the Service is to have a similar predominance in airships. At present the Navy only possesses two airships, the German-built Parseval and the French-built Astra Torres. These airships have been doing excellent work, and the Admiralty has decided to obtain as soon as possible ten more airships.

Six non-rigid airships of medium size and two large rigid airships have already been ordered for the Navy from Messrs. Vickers, Limited, and Messrs. Armstrong, Whitworth, and Co., and orders for two more rigid airships are promised.

"Seaplanes" are to be obtained literally by the score. In March last Mr. Churchill estimated that he would have a hundred efficient "seaplanes" at the end of the year. To maintain an active fleet of a hundred "seaplanes" naval experience shows that nearly 200 machines must be acquired, allowance being always made for about 50 per cent. being under temporary repair or dismantled for overhauling.

WHAT THE CAPTAINS WANT.

Since the First Lord's estimate in March, however, the experience of the naval manœuvres has greatly enhanced the value of "seaplanes" in the opinion of the Admiralty. The captains of nearly all the battleships that took part in the recent manœuvres have written asking that their vessels may be equipped with waterplanes.

"At present therefore the position is that the Admiralty is anxious to acquire airships and "seaplanes" as quickly as possible.

With the increase in the air forces of the Navy will come a great alteration in naval strategy. "The Daily Mail" has already announced that there is to be a girdle of "seaplane" stations round our coasts. There is also to be a similar series of airship stations, though these will be further apart.

The function of the naval airships in war will be to carry out long-distance scouting; they will make reconnaissances to the enemy's coasts. The "seaplanes" are to do short-distance scouting; they will watch the enemy's fleet. Both airships and "seaplanes" will carry wireless installations, by which they will be enabled immediately to report to the admiral commanding the squadron to which they are attached the dispositions of the enemy.

Aircraft will therefore become the "eyes of the fleet," replacing in this work the fast, light-armed cruisers, and it is probable that in future an economy in the building of these vessels will go far towards providing the cost of the new Air Service.

As soon as possible every cruiser squadron will have attached to it two or three special cruisers carrying and convoying "seaplanes." Naval designers are engaged in planning a new type of vessel specially suited for this work.

GREAT OPPORTUNITY.

Such are the Admiralty's intentions and desires. A great opportunity is presented for the aircraft industry in England. Unhappily up to the present it has badly failed the nation. As we have already pointed out, there is serious delay in the delivery of Government orders. The following statement of the position is based on information from an unimpeachable source:—

During the past year the Admiralty have found that some of the work of the small British aeroplane firms is unsatisfactory.

The chief fault is lack of engineering brains and faulty organisation. To mention only one mistake that the smaller firms have made: They have not yet realised what is the naval experience—that the fleets of "seaplanes" should be built by expert boat-builders.

In some cases great delays have occurred, and in others the machines have been unable to pass the Admiralty tests.

The small firms complain that they do not get enough orders and consequently are unable to expand. But it is quite impossible to give an order, say, for six machines when the firm cannot produce a single machine of any value.

Owing to the small number of "seaplane" manufacturers in this country, the Admiralty has been obliged to place some orders with foreign firms. Even by doing this they have been unable to keep up to the estimated numbers.

Three British firms and one foreign firm have failed the Admiralty badly.

The output of the most successful builders is small, but this is improving, and they should do better next year.

EXTENDING THE INDUSTRY.

Steps are being taken to get some of the larger armament firms to take up "seaplane" work.

The future of our air defences depends on a vast extension of the aeroplane industry in this country. Four great firms are now definitely entering it, namely:

Messrs. Vickers, Son, Limited.
Messrs. Armstrong, Whitworth, and Co.
Messrs. Whitehead and Co.
The Coventry Ordnance Co.

These firms will devote the best engineering brains and skill to a scientific development of the industry. The Admiralty is prepared to assist with orders firms who prove they can undertake the construction of suitable and efficient aircraft. The Admiralty is and has been ready to advance part of the price of the machine when the engines are obtained before the delivery of the completed machine. The Admiralty will also give the advice of its expert designers for the help of able firms.

If these means fail to stimulate the industry sufficiently there looms the possibility of the construction of a great Admiralty aircraft factory in the neighbourhood of Chatham where the Navy can make its own machines.

Finally, at the root of the whole question is the demand for an efficient British aeroplane engine. An immense fortune undoubtedly awaits the inventor of a successful type.—"Daily Mail."

SCOTCH THE BEST.

ENGLISH PRONUNCIATIONS DEGENERATING.

This is a most interesting article in the Literary Supplement of the "Times" on mispronunciation, based on Mr Robert Bridges' tract, which was first printed for the English Association, and has now been re-issued. We make the following extracts:—

Mr Bridges' first charge is in regard to the degradation of our unaccented vowels, the blurring and running together of "a" and "e" and "o" and "u" into one indeterminate sound—the sound of the last syllable in "danger." He finds this sound in our unstressed pronunciation of "a d," "the," "to," "but" "must;" and representing it by the "er" of "danger" (in which, of course, the "r" is not pronounced); he tells us that we say "inter" for "into," "prernounce" for "pronounce," "ter be or not ter be," I came "frerm" Oxford "ter" London.

"CHEUSDY" AND "CHIUNE."

His next illustration of decay is the increase of what is called "palatalisation," the change of "t" to "ch" before the sound of "u." "Nature" has already become "neycher" and can hardly be saved; but "don't you" is changing to "dontshew," "Tuesday" to "Cheusdy," and "tune" is well on its way to be pronounced "chiune." And "d" also in the same position is now threatened, as we see in "immediately," and in the pronunciation of "aujourd" or "orjurs" for "audience," which Mr. Bridges noted in the speech of a certain professor of English.

There are other mispronunciations creeping into our speech which have been remarked by various observers; "em board," "im fact," "im vain" are becoming common; the "r," which we have already lost before a consonant (for "sword" and "sawed," "lord" and "land," "arms" and "alms" are now identical in sound), is, we are told, disappearing from the speech of the younger generation before a vowel also as in "fas away," "faw ever," "pawing" with rain for "pouring."

If we add to these the bogus pronunciations produced by unphonetic spelling, and the English habit of "swallowing" words, there can be little doubt, for anyone who carefully observes his own utterance or that of his friends, that the speech of the educated classes in England is undergoing serious changes at the present moment.

LONDON VULGARITY.

Mr. Bridges enunciates a linguistic paradox of a somewhat startling character, says the "Times":—

All writers on the subject have hitherto defined "good English" as the standard speech of the South, of London, of Oxford and Cambridge, and the great body of educated people all over the country who conform to this standard. But Mr. Bridges questions the superiority in all respects of the "good" English; he points out that many of the vowels, which we in the South have corrupted, are still carefully pronounced in the North of the island.

We have only to recognise the superiority of the Northern pronunciation and encourage it against London vulgarity, instead of assisting London jargon to overwhelm the older tradition, which is quite as living. If one of the two is to spread at the expense of the other, why not assist the better rather than the worse?

A Londoner will say that a Scotchman talks strangely and ill; the truth is that he himself is in the typical attitude of vulgar ignorance in these matters. He is disposed to look down upon all that he is unaccustomed to, and not knowing the true distinctions he esteems his own degraded custo.. as correct. I should send foreigners "ter" Scotland "for" the "experierrns."

LIFE AFTER DEATH.

Mysterious Message from Sir O. Lodge.

It would appear that Sir Oliver Lodge has some surprise in store for the British Association in the presidential address which he is to deliver on September 10. He has already told the world that "the boundary between the two states—the known and the unknown (life and death)—is still substantial, but it is wearing thin in places; and, like excavators engaged in boring a tunnel from opposite ends, we are beginning to hear now and again the strokes of the pickaxes of our comrades of the other side."

In a summary which we have received from him of the argument of his forthcoming address, curiosity is stirred by his protest "against comprehensive negative generalisations," and his insistence on the belief "in ultimate continuity of existence (before and after death) as essential to science."

This at least suggests that he has new evidence to offer, fresh facts to disclose. For all the evidence that has been produced in the past by him and the little band of psychical researchers yields no scientific proof of that larger life which is understood by immortality. The vague scribbling and vacuous utterances of alleged "spooks" and the quaint "jig-saw" puzzles of "cross-correspondences" are not such proof. But the world must wait on tenterhooks for a whole month to discover the meaning of these mysterious utterances.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 28th, 1913.
At 200 cents per Dollar Mexican

Butcher Meat

		cts.
Beef Sirloin & Prime Cut—Mei Lung Pa	lb	18
" Corned—Ham Ngau Yuk	"	18
" Ross,—Shiu " "	"	18
" Breast,—Ngau Lam	"	12
" Soup,—Tong Yuk "	"	15
" Steak,—Ngau Yuk Pa	"	18
" " Sirloin Cotom—Ngau Lau	"	28
" Sausages,—Ngau Chaung	"	20
Bullock's Brains—" Know	per set	10
" Tongue fresh,—Ngau Li	each	45
" corned—Ham Ngau Li	"	55
" Head,—Ngau Tau	"	60
" Heart,—Ngau Sum	"	12
" Hump, Salt—Ngau Kiu	"	15
" " Salt "	"	18
" Foot,—Ngau Kark	each	8
" Kidneys,—Ngau Yiu	"	9
" Tail—Ngau Mei	"	
" Liver,—Ngau Kon	lb.	12
" Tripe (undressed)—Ngau To		6
Calve Head & Feet—Ngau-chai-tau-kark,	set	41
Mutton Chop,—Young Pei Kwat	lb	25
" Leg,—Young Pei	"	25
" Shoulder,—Young Shau	"	22
Pigs Chitlings—Chu Chong	"	27
" Brains—Chu Know	per set	12
" Feet,—Chu Kark	lb	12
" Chu Chaa	"	8
" Head,—Chu Tau	"	18
" Heart,—Chu Sum	each	10
" Kidneys,—Chu Yiu	"	8
" Liver,—Chu Con	lb	24
Pork, Chop,—Chu Pai Kwat	"	23
" Leg,—Chu Pei	"	27
" Fat or Lard,—Chu Yau	"	24
" Chu Trap Pig's Fry	"	30
Sheep's Head and Feet,—Young Tau Kark	set	65
" Heart,—Young Sum	each	7
" Kidneys,—Young Yiu	"	9
" Liver,—Young Con	lb	25
Sucking Pigs, To Order—Chu Pak	"	22
Suet, Beef—Sang Ngau Yau	"	18
" Mutton,—Sang Young Yau	"	25
Veal,—Ngau Chai Yuk	"	18
Sausage,—Ngau Chai Chaung	"	

Poultry.

		cts
Chicken,—Kai Chai		32
Capons, Large, mall,—Sin Kai		32
Ducks,—Ap		18
Doves,—Pan Kat		—
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton,—Kai	lb	36
" Hainan,—Hoi Nam	"	32
Geese,—Ngoi Kai	"	27
Geese, Wild S'hai,—Shang-hoi Yea Ngoi	pair	—
Musk Deer,—Wong Kang	each	—
Hare, Shanghai,—Tu Chai		—
Partridge,—Che Khoo		—
Pheasant,—Shan Kai	pair	—
Pigeons, Canton,—Pak Kup	each	40
" Hoihow,—Hoi How Pak Kup	"	35
Quail,—Um-Chun	"	—
Rice Birds,—Wo Fa Cheue	dozen	—
Snipe,—Sa-Choy	each	20
Turkeys Cock—Phor Kai Kung	lb.	60
" Hen, " " Na	"	45
Wild Ducks, S'hai,—Shang-hoi Sui Ap		—
Teal,—Sui Ap Chai,		—
Wild Ducks Canton—Sang-Shing Sui Ap		—

Fish.

		cts.
Barbel,—Ka Yu		10
Bream,—Bin Yu		18
Canton Fresh Water Fish,—Hoi Sin Yu		8
Carp,—Li Yu		22
Catfish,—Chik Yu		20
Codfish,—Mun Yu		18
Crabs—Hi		24
Cuttle Fish,—Muk Yu		18
Dab,—Sa Mang Yu		18
Dace,—Wong Mei Lun		16
Dog Fish—Tit Tu Sa		9
Eels, Conger,—Hoi Mann		18
" Fresh water,—Tam Siu Y		18
" Yellow,—Wong Sin		32
Frogs,—Tien Kai		36
Garoupa,—Sek Pan		34
Gudgeon,—Pak Kup Yu		40
Herrings,—Tso Pak		24
Halibut,—Cheung Kwan Kup		32
Lahrus,—Wong Fa Yu		28
Loach,—Wu Yu		32
Lobsters,—Lung Ha		50
Mackerel,—Chi Yu		26
Monk Fish,—Mring Yu		40
Mullet,—Chai Yu		28
Oysters,—San Co		24
Parrotfish,—Kai Kung Yu		22
Perch,—Tau Loo		20
Pike,—Fa Paw Pong		8
Plaice,—Pan Yu		20
Pomfret, Black,—Hak Chong		23
Pomfret, White,—Pak Chong		48
Prawns,—Ming Ha		52
Ray—Pai Pa Sa		10
Rock Fish,—Sek Ka Aung		18
Roach—Chun Yu		10
Salmon,—Ma Yau Yu		42
Shark,—Sa Yu		10
Skate,—Po Yu		12
Shrimps,—Ha		36
Snapper,—Lap Yu		40
Soles,—Tat Sa Yu		33
Tench—Wan Yu		30
Turbot,—Cho How Yu		28
Turtles, small, fresh water,—Kork Yu		60
White Bait,—Ngau Yu Chai		—

Fruits.

		cts
Almonds,—Hung Yan	lb	30
Apples (California)—Kam San Ping Kho	"	25
" (Chefoo)—Tin Chun Ping Kho	"	18
" Small,—Hoi Tung	"	10
" Custard,—Fan Lai Chi	each	10
Bananas, fragrant, Canton,—Sae Shing Heung Chiu	"	3
Bananas, (brides), Macao,—San Heung Chiu	"	3
Chestnuts, Chinese,—Fung Lut	"	—
Carambola,—Yeung Tse	"	12
Cocoanuts,—Yeh Tse	each	12
Lemons, China,—Ning Moong	lbs.	6
" America,—Kum San Ning Moong	"	8
Lichees Dried,—Lai Chi, small Stone	lb	30
" Fresh—	"	—
Limes, (Saigon)—Sai Kung Ning Moong	each	—
Mango, Manila,—Lui Sung Mong	"	—
Mangosteens,—San Chuk Tse	doz	—
Oranges, (Canton)—San-shing Tim Ching	lb	—
Oranges Sweet	"	—
Pears, (American),—Kam San Shoot Li	"	—
" (Canton) Cooking,—Se Lay	"	10
Peanuts,—Fa Sang	"	10
Persimmons Large,—Hung Chie	"	15
Pine-apples, 1st quality,—Poon Ti Paw Law	each	12
" 2nd " —Chung-tang Paw Law	"	10
Plantain,—Tai Cheu	lb	3
Plums,—Swatow, Hung Lai	"	—
Pumelo, Siam,—Chim Lo Yau	each	15
" Shanghai,—Lo Kwat	"	—
Walnuts,—Hop Tuo	lb	15
" Green,—Sang Hop Tuo	"	—
Water Melon,—Kom San Sai Kwa	each	4
" (China) Sai Kwa	"	3
Grapes,—Sang Po Tai Tse	lb	—

Vegetables &c.

		cts
Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb	—
Beans, (French), Macao,—Oh Moon Pin Tau	"	—
" (French), Shanghai,—Sheung Hai Pin Tau	"	—
" Sprout,—Ah Cho	"	6
" Long,—Tau Ko	"	8
Beet Root,—Hung Choi Tau	each	6
Brinjals, Green,—Ching Kwa	"	6
" Red,—Hung Ker	"	5
Cabbage, Chinese, com,—Kai Choy	"	10
Cabbage Red,—Hung Ya Choy	"	—
Cabbage, Shanghai,—Yeh Choi	"	15
Cane Shoots, bunch,—Kau Shun	lb	—
Cauliflower, Large size Tai Yeh Cho Fa	each	—
" Medium size,—Cheung Yeh Cho Fa	"	—
" Small size,—Sai Yen Choi Fa	"	—
Carrots,—Kam Shun	lb	6
Celery, Chinese,—Tong Kan Choi	"	—
" English,—Yeung " "	"	25
Chillies Dried—Gon Lat Chiu	"	20
" Red,—Hung Far "	"	15
" Green,—Ching La Chiu	"	12
Curry Stuff, English,—Kar Les Che Lie	"	6
Cucumbers,—Ching Kwa	"	8
Bitter Squash,—Fu Kwa	"	8
Garlic,—Que Tau	"	6
Ginger, young,—Sun Tea Keung	"	12
" old,—Lo Keung	"	18
Horse Radish, S'hai,—Lik Kwa	each	6
Indian Corn,—Suk Mai	"	1
Lettuce,—Yeung Sang Choi	lb	6
Water Chestnuts,—Ma Tai	"	8
" Mandarin,—Kwai Lum Ma Tai	"	30
Mushrooms, Fresh,—Sang Cho Koo	each	—
Musk Melon, Amer.—Kam-san Hong Kwa	lb	15
Okroes,	"	8
Onions, Bombay,—Yeung Chong Tau	"	—
" Green,—Sang Chung	"	6
" Shanghai,—Shang-hoi Chong Tau	each	—
Papaw, 1st qual,—Tai Mun Gan Kua	"	—
" 2nd " Chung	"	8
Parsley,—Kun Cho	"	—
Green Peas,—Ching Tau	"	8
Potato, Sweet,—Fan Shu	"	3
" Shanghai,—Shang-hoi Shu Tau	"	—
" Japan,—Yut Poon Shu Tau	"	10
" American,—Fa Ki	"	—
" Foochow,—Fook-chow Shu Tau	"	4
Pumpkin,—Tong Kwa	"	6
Radish,—Hung Lo Pak Tsai	"	10
Rhubarb (Fresh),—Tai Won	"	12
Sage,—Tse So	"	8
Shallots,—Gon Chun Tau	"	5
Spinach,—Yin Choi	"	6
Tomatoes,—Fan Kie	"	8
Taro,—Wu Tau	"	4
Turnips, Punti, (Long),—Lo Pak	"	—
" English,—Yeung Lo Pak	"	3
Vegetable Marrow,—Chit Kwa	"	—
" (Am.)—Kam-san Chit Kwa	lb	15
Water Cress,—Sai Yeung Choi	"	6
" Lily root,—Lin Ngau		
Yams,—Ta Shu		

The prices necessarily vary from day to day; the Sanitary Board has no power to compel stallholders to sell at prices quoted.

H. BOWEN-ROWLANDS,
Sanitary Engineer.

Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.

General Auctioneers AND Share, Coal and General Brokers.

PROPRIETORS

"TO-KWA-WAN" COAL STORAGE.

Codes used: A.B.C. 4TH & 5TH EDITIONS. A1. TELEGRAPHIC CODE.

Telegraphic Address: MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on

FRIDAY.

the 5th September, 1913, at 11 a.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

SUNDRY VALUABLE HOUSEHOLD FURNITURE.

Removed to Sale Rooms for convenience of Sale.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Sept. 2, 1913. 1068

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 6th September, 1913, at 2.30 P.M., at The Pacific Mail Steamship Coy.'s Godown, (West Point),

A MISCELLANEOUS STOCK, Comprising:—

HOUSEHOLD FURNITURE, BED AND TABLE LINEN,

A QUANTITY OF CROCKERY AND GLASS WARE, including a few pieces of AMERICAN CUT-GLASS WARE.

Also

Japanese Pictures, Kakemonos, Vases, etc., etc., etc.

On view day of Sale.

TERMS:—As Usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Sept. 1, 1913. 1066

THE **LONDON DIRECTORY,** (PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the directory contains lists of EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply; STEAMSHIP LINES arranged under the Ports to which they sail and indicating the approximate Sailings; PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisements from £3.

The London Director Co., Ltd., 25, ABCHURCH LANE, LONDON, E.C.

"NOTES ON WILD IN LIFE HONGKONG AND SOUTH CHINA."

BY THE REV. G. A. BUNBURY, M.A.

To be had at the 'CHINA MAIL' Office,

Part 1 Revised Price 75 Cents.
" 2 " 50 "

IF you have lost your appetite, one of the big Variety of dainty dishes at the ALEXANDRA CAFE is Sure to tempt you.

TO LET

TO LET

14 ARBUTHNOT ROAD from 1st October.
7 Large Rooms. 3 minutes from Town. Good Veiw of Harbour.
Apply to
E. A. CARVALHO & J. V. BRAGA
14 ARBUTHNOT ROAD.
Hongkong, Sept. 3, 1913. 1071

TO LET.

HOUSES in TORRES BUILDINGS, KIMBERLEY ROAD, Kowloon, from the 1st October.
Apply to
SPANISH DOMINICAN PROCURATION.
Hongkong, August 23, 1913. 1057

TO LET.

(FROM 1ST JULY 1913).

NO. 2, MOUNTAIN VIEW, The Peak.
Apply
LINSTEAD & DAVIS.
Hongkong, June 9, 1913 729

TO LET.

RANFURLY, No. 11, CONDUIT ROAD.
GODOWNS,
94, WANCHAI ROAD.
102, PRAYA EAST.
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, July 10, 1913. 862

TO LET

MODERN THREE-ROOMED FLATS with every convenience, HUMPHREYS BUILDINGS, Cornwall Avenue, Kowloon.

No. 2 MINDEN VILLAS, MODY ROAD, Kowloon, FIVE ROOMS, TENNIS COURT.

FOUR-ROOMED HOUSES in CAMERON TERRACE, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOPS with Godown attached, NATHAN ROAD, Kowloon.

Apply to
HUMPHREYS' ESTATE & FINANCE Co., LTD.
Hongkong, July 23, 1913.

TO LET.

MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. Cheap rental.

To let or for sale, 'GLENSHIEL,' Barker Road, No. 124, Peak, 5 rooms.

'ROGATE,' Austin Road, Kowloon; from 1st October.

Furnished for one year from 1st November next 'COOMBE' Magazine Gap with Tennis Lawn.

Furnished 'KIRKENDOA' No. 113 Peak.

Furnished for two or three months—'ALTADENA' Barker Road, No. 130 Peak.

FOR SALE OR TO LET.
(From 1st November 1913.)

No. 1 GOUGH HILL, No. 103 Peak. Bungalow containing Drawing, Dining and Smoking rooms and five Bedrooms. With ground for Tennis-Court.

FOR SALE.

'HARTING and ROGATE, on part of Kowloon Inland Lot No. 1154.

LADBROOKE, No. 9, Conduit Road. Fine View of Harbour. 8 Rooms, 3 Bath rooms, Garden and Tennis Court. Accommodation for 30 Servants.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Aug. 2, 1911. 61

NOTICE

HIGH-CLASS PRINTING AND BOOK BINDING

DONE AT THE 'CHINA MAIL' OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc., Artistically Arranged and Carefully Printed.

Clean Proofs and prompt delivery guaranteed.

You send us the 'copy' we do the rest.

IS IT EASIER FOR A WOMAN TO BEG?

An Artist's Poverty.

TRAGEDY OF A DEVOTED FAMILY.

The financial worries of a kind husband and an indulgent father were apparently the cause of a peculiarly sad domestic tragedy which was discovered last month at Little Kingshill, a hamlet near Great Missenden, Bucks. A father, mother, and child were all found dead with bullet wounds in the head.

At the inquest, which was held recently, the jury found that Mr. Frederick Herbert Gallon, a brother of Mr. Tom Gallon, the novelist, murdered his wife Mabel and his little son Laurence, and then feloniously killed himself.

Mr. F. Gallon, who was forty-four years of age and was described as an artist, had lived in the little wooden-walled cottage, which bore the name of The Hut, for two years, and was devoted to his family, who all lived happily together.

Mr. Tom Gallon, the first witness at the inquest, identified the dead man as his brother, but said he had not seen him for ten years. Some years ago his brother informed him by letter that he was married, and later wrote that he had a boy, but he (the witness) had never seen either the wife or the child until that day, nor did he know their names. He did not even know that his brother was living at Little Kingshill. His brother had always been in monetary difficulties. For many years past he had asked the witness to help him financially, and he had invariably done so.

The Coroner: Do you know anyone of the name of Ada Cates, who lives in Norway? No.

Superintendent William Bunker, described the finding of the bodies late at night. Mrs. Gallon, who was fully dressed, was lying on her back in the front downstairs room. A chair had been overturned, and it appeared that she had been doing needlework. The boy was dead in his cot in a bedroom, and Mr. Gallon was dead on the floor of the same room, and a revolver containing three spent and two live cartridges was near his right hand. The witness found £1 1s. 2½d. in the man's pockets and a letter, which read "Sincere regrets to the landlord, who has been most considerate." The ashes of several letters were found in a fire-grate.

TOO PROUD TO BEG.

The following portion of a letter from Norway, addressed to Mrs. Gallon and beginning "My dearest Mabel," and signed "Ada Cates," was read by the coroner:—

I know that Herbert has quarrelled with Tom G. It is more difficult for a man's pride to beg than for a woman, but under the circumstances could not he apply to T. G., who is well off and has no family? Surely he is better able to help than uncle, who has had such enormous troubles and losses. I quite understand that Herbert is not accustomed to humble himself to his brother, and it is not pleasant, I know, for either of you. I send you eighty-five kroners (£4 10s.).

The medical evidence was that death had been instantaneous in each case.

OUR "DEAD" LANGUAGE.

American Way of Improving it by Slang.

An article by Mr. W.G. Faulkner, in "The Daily Mail" last month, about the growth of American slang in the country due to the moving-picture business has provoked a response in the editorial columns of the "Detroit Journal," an American newspaper.

It really is sad," states the writer, "to think of all those living and virile words being hurled at a race of people speaking a dead language. For the English of many articles in "The Daily Mail" and in many other British periodicals is as dead as a Latin grammar.

"That list (of slang terms) includes some of the liveliest words ever created, and they are the very words needed for lively productions like moving pictures—that is why they are used.

"Kipling did not write English—he wrote the Cockney, the Yorkshire, the Irish, and the Asiatic dialects of English. James M. Barrie writes not English but "braid Scots." Arnold Bennett went to France for his style and to the potters of the Five Towns for his living language. The conservative English for which Mr. Faulkner pleads is of no use in literature unless it is poeticised by a Corelli, surcharged with sea-slang or border slang or French or some other living language by a Stevenson or a Doyle."

MILLIONAIRE FOR TRIAL.

A millionaire manufacturer of arms and ammunition, of Berlin, whose name the newspapers do not print, has been indicted on a charge of abducting the beautiful seventeen-year old daughter of a wealthy Swiss merchant and manufacturer. It is alleged that he met the girl in Switzerland a few months ago, persuaded her to meet him at Frankfurt-on-Main, and then disappeared with her. The girl's former governess informed the parents that the couple had gone to the fashionable German resort of Westerland, on the Isle of Sylt, in the North Sea. The father went to Westerland and induced the girl to return home. He instituted proceedings against the millionaire, whose trial will shortly take place at Frankfurt-on-Main.

SPURNED £4,000.

A piece of hard luck has just come to light (says the "Western Mail"). A gentleman was spending a few days at Barmouth, and was strolling along the beach, when he saw a peculiar object left by the receding tide.

It was about 40 inches in circumference, and must have weighed close on 20lb. He poked at the thing with his stick, and then walked on. Some months later he found that what he had rejected was ambergris, and that the commercial value of the article is from £12 to £15 per ounce.

The gentleman had, in fact, coolly passed by about £4,000. When he thinks about the matter he usually kicks himself vigorously.

GEO. P. LAMMERT

AUCTIONEER.

SHARE & GENERAL BROKER.

PUBLIC AUCTION.

THE Undersigned has received instructions from MESSRS. AMES FAIRALL CO. to sell by Public Auction, on

SATURDAY,

the 6th September, 1913, commencing at 11 a.m., at Their Store, PEDDER STREET,

A QUANTITY OF SURPLUS STOCK consisting of:—

Tweeds, Fancy Dress Material, Veiles, Muslins etc. etc.
Lace Coats, Skirts, Furs, Muffs, Gloves, Belts, Shoes etc. etc.
Trimmed and Untrimmed Millinery Wings, Flowers etc. etc.

Also

A LARGE QUANTITY OF CLOTH SUITS, VISITING AND EVENING GOWNS.

TERMS:—As usual.

On view on day of Sale from 8 a.m.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, Sept. 3, 1913. 1072

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

SATURDAY,

the 6th September, 1913, commencing at 2.30 p.m. at his Sales Rooms, Duddell Street,—
(without reserve)

70,000 MANILA CIGARS

Comprising:—

Preferidos, Verguers, Cazadores, Londres, Perfectos, Perfectos Espiciales, Invencibles, Reina Victorias, Conchas Especiales, Republicanos, Exquisitos, Perfectos Finos, Londres Finos, Senoritas and Aromaticos.

On view from Friday the 5th.

Terms:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, Sept. 3, 1913. 1075

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1911. £22,561,286.

I—Authorised Capital £6,000,000	
Subscribed Capital £4,500,000	
Paid-up Capital	£2,437,500
II—Fire Funds	3,899,114
III—Life & Annuity Funds	16,136,160
Sinking Fund Account	88,512
	£22,561,286
Revenue Fire branch	2,567,158
" Life and Annuity Branches	1,973,269
Revenue Marine Department	262,892
Other Receipts	430,193
	£5,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. *Agents.*

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

中國郵報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN

$8.50 per Annum *delivered in Hongkong*
$12.50 *to all Coast Ports.*

5, WELLINGTON STREET, HONGKONG

THE *CHINA MAIL* **Typhoon Guide**

PRICE . . . 20 cents.

FOR a good Solid meal, go to Cart or Table D'Hote with Wines & Liqueurs of the Best. ALEXANDRA CAFE.

C. & B. ENGLISH SOUPS

Economical Made in a Minute

30 Varieties — All Delicious

The Cuisine of one of the finest chefs in the world available for your table.

Crosse & Blackwell Guarantee these Soups to be made under ideal conditions, as are all their table delicacies.

By Royal Appointment

AGENTS FOR LEA & PERRINS' WORCESTERSHIRE SAUCE.

Dr. J. Collis Browne's *Chlorodyne*

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for **COUGHS, COLDS, ASTHMA, BRONCHITIS.** Acts like a charm in **DIARRHŒA, DYSENTERY, and CHOLERA.**

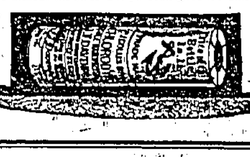
The Most valuable Remedy ever discovered. Effectually cuts short all attacks of SPASMS. Checks and arrests those too often fatal diseases—**FEVER, CROUP, AGUE.** The only Palliative in **NEURALGIA, GOUT, RHEUMATISM, TOOTHACHE.**

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Genuine without the words Dr. J. Collis Browne's Chlorodyne on the Stamp.

Sold by all Chemists. Prices in England, 1/1½, 2/9, 4/6.



Sole Manufacturers: J. T. DAVENPORT, Ltd., London, S.E.

'THE CHINA MAIL.'

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 should be sent us not later than 2 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address 'MAIL' Hongkong.

Telephone No. 22.

THE CHINA MAIL, LIMITED.

Over 30 years ago the late Lord Beaconsfield testified to the benefits to received from HIMROD'S CURE, and every post brings similar letters to-day.

HIMROD'S CURE for ASTHMA

FAMED FOR 40 YEARS.

Sold in tins by all Chemists and Stores throughout the Country.

Beware of Imitations.

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of *China Mail office or direct to 31, Hollywood Road, 1st floor.*

Hongkong, May 17, 1913.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr J. M. Aaron, Mr F. S. Avery, Mr F. E. Baldwin, Mr A. T. Barberini, Mr E. R. Bate, Mr H. Brian-Bates, Mrs E. R. Belilios, Mr P. A. Belton, Mr A. Bona, Mr S. M. Brown, Mr A. J. Cambridge, Mr and Mrs F. X. D'Almada E. Castro, Miss D'Almada E. Castro, Master D'Almada E. Castro, Mr F. T. Chapple, Mr A. A. Claxton, Mr A. H. Cobb, Dr A. L. E. F. Coleman, Miss Jolly Coleman, Mr J. J. Connell, Mr C. H. Davis, Mr & Mrs Dertesano and 2 children, Mr J. Dewar, Miss Sophie Diamond, Mr and Mrs R. H. Douglas, Mr W. A. Dowley, Mr T. J. Van Dusseldorp, Madam Van Dusseldorp, Miss H. Van Dusseldorp, Mr and Mrs H. O. Ehrenfels, Mr Denman Fuller, Mr H. Gallotte, Mr and Mrs L. H. Geare, Lt Gessler, Dr J. M. Gillespie, Dr Gluss, Mr A. G. Gordon, Mr V. Goulbourn, Mr J. Gourgey, Mr J. Gray, Mr R. J. Grimshaw, Mr P. O Von Grisogono, Mr P. C. Hall, Miss B. Hanbury, Dr J. G. Hanna, Mr and Mrs W. A. Hannibal, Mr W. T. Harbord, Mr J. T. Harris, Mr and Mrs J. S. de Heere, Mr H. de Hees, Mr J. H. Henry, Hon. Mr E. A. Hewett, C.M.G., Mr A. H. Hudson, Mr & Mrs Jackson, Mr E. S. Kabel, Mr W. E. Kent, Mr A. Kruseman, Mr F. Kulka, Lt. F. C. Hemming-Lee, Mr G. T. Lloyd, Dr E. L. Martyn Lobb, Mr and Mrs Neil MacIntyre, Mr F. A MacKintosh, Mr B. Markham, Mr Geo. Martin, Mr C. Farebrother Mason, Mrs R. T. Matheson, Miss M. Matheson, Mr P. Mayer, Mr A. D. McBurney, Mr R. W. McDay, Mr B. K. Mehta, Mr W. A. Mentzer, Mr J. Mersch, Mr A. B. Moulder, Mr J. D. F. Müller, Mrs J. D. F. Müller, Miss G. O'Leary, Mr J. Ormiston, Mr R. de Proville, Mr H. A. Raider, Mr E. H. Ray, Mr E. M. Raymond, Miss F. Reay, Mr R. R. Roxburgh, Mr J. Sadler, Mrs Schenk, Mr J. C. Sibley, Mr E. T. Singer, Mr and Mrs E. E. Smith, Mr V. Sorby, Miss A. Squire, Mr S. J. Steibel, Capt. H. A. Walker, Mr S. F. Webb, Mr A. Wenk, Mr F. W. White, Mr G. G. Wood, Mr J. W. Young

KING EDWARD HOTEL.

Mr F. J. Cargill, Mr T. Chee, Mrs Christiansen and child, Mr H. Clegg, Mr F. W. Cox, Mr W. A. Donaldson, Mr G. Grimble, Mr J. Joseph, Mr J. Knack, Mr and Mrs W. D. Kraft, Mr & Mrs C. Lauritsen, Mr and Mrs Lemare and child, Mr J. Lennox, Mr W. Logan, Mr & Mrs Manners, Miss Massey, Mr and Mrs F. E. McHugh, Mrs A. C. Millar, Mr and Mrs J. H. N. Mody, Mr M. F. Murray, Mr A. P. Nobbs, Mr K. Nogiri, Mr K. Ogawa, Capt. & Mrs W. C. Paesmore, Mr H. S. Spurge, Capt. & Mrs A. H. Stewart & children, Mr K. Tame, Mr D. Walker, Mr H. J. Westphal, Mr G. C Whitelaw, Miss B. Wilson

GRAND CARLTON HOTEL.

Mr Ajax, Mr & Mrs Almberg, Mr and Mrs B. A. Balantine, Mr G. Barnes, Mr & Mrs Barrett, Misses Barrett (3), Mr Geo. Batty, Mr & Mrs W. Bishop and child, Mr S. G. Bolden, Lieut R. E. B. Browne, Mr A. J. Duarte, Mr & Mrs Ellis, Mr T. G. Flynn, Mr A. J. Grandy, Mr Greey, Mr P. C. Holme, Mr W. Jackson, Mr Landes, Mr A. R. W. Libbley, Mr Arthur Milthorp, Mr S. Paul, Mr Piccolo, Mr C. W. Randall, Mr A. F. Remedios, Mr A. Riggs, Mr G. W. Revell

KINGSCLERE HOTEL.

Consul General Anderson, Mr G. Norrington, Mr A. D. Openshaw, Mr and Mrs J. H. Backhouse, Mr & Mrs J. Robertson, Mr and Mrs A. E. Carleton, Mr Bopbow-Rowe, Mrs G. Sachse, Mrs J. M. Doyle, Mr Schrotter, Miss D. Filkins, Mr A. L. Shields, Staff-Surgeon Hunt, R.N., Capt. C. V. S. Skrimshire, R.A., Major and Mrs F. J. Hunter, Dr Stodman, Mr G. J. K. van der, Dr & Mrs Evan-Jones, Wal, Mr & Mrs J. H. Little, Mr P. D. Wilson, Mr K. S. Morrison

PEAK HOTEL.

Lt. T. C. R. Archer, R.A.M.C., Major General Kelly & Mr and Mrs E. S. Kruss, Mr & Mrs W. Armstrong, Mr Laughlin, Mr T. Arthur, Miss McEvan, Mr E. F. Ascott, Capt. & Mrs McMunn, Mrs W. M. C. Barrett and child, children and nurse, R.A.M.C., Mr and Mrs C. D. J. Bell, Mr E. J. McNutly, Miss Meyers, Mr & Mrs Beyer, Mrs Mitchell & child, Mrs Bowdler, Mr & Mrs. Mitchell, Major Bowen, A.P.D., more and child, Miss Britton, Mr & Mrs Nightingale, Attorney-General J. A. Bucknill, Mr and Mrs H. Ober and child, Mr W. A. Butterfield, Dr Paterson, Mr M. Cary, Mrs Pope, Mrs Carr, Rev. Foster Pegg, Mr and Mrs Davies, Mr J. Plummer, Major Davy, R.E., Mr Powell, Mr Dixon, Miss Prentice, Mr and Mrs Dobbie, Lt. Col. J. J. Radcliffe, Mr G. A. Dutton, R.E., Consul & Mrs Eitzen, Miss Raymond, Mr S. H. Ellis, Mr Relton, Mrs Fisher & children, Hon. C. Severn, Mr and Mrs B. A. Hale, Mr A. Sinclair, Mr O. Skott, Mr & Mrs A. Gibson, Mr and Mrs S. S. Sharp, Col. Gordon Hall, R.A.M.C., Lt. Col. W. H. Usher, Mr J. H. Gordon, Smith, A.O.D., Mr and Mrs Guedes, Mr P. Soffis, Mr H. Hancock, Capt. & Mrs Stericke, Mr Haskett, nurse and child, Mr H. A. Hizaland, Mr and Mrs. G. E. Stewart & children, Capt & Mrs Hodgins, Major Humphreys, Mr O. Wagner, "R.E.S.", Mr N. C. Walker, Mr and Mrs W. G. Humphrey, Mr & Mrs Watson, Lt.-Col. H. W. Iles, Mr Willox, R.G.A., Mr David Wood, Capt. Whitfield A.O.D., Mr & Mrs P. Jacks, Mrs Wright, Miss James

GRAND HOTEL.

Mr and Mrs Allen, Capt. Hyde, Mr Balaille, Dr Kept, Mr Compell, Mr K. Kuhn, Mr Cooke, Mr Landes, Mr and Mrs A. B. Crow, Capt. J. S. Lewindon, Mr Danold, Dr Rosage, Mr Fearon, Mr Roydh, Mr C. Franck, Mr Schroeder, Mr M. Freese, Mr C. Weismann, Mr Grecy, Mr J. Wisher

WINDHAM HOTEL.

Mr A. Crawford, Mr A. B. Neilson, Miss Eanoult, Mr W. R. Ocker, Mr Edwin Evans, Mr F. W. Perkunder, Mr E. Frohlit, Mr R. Sanderson, Mr C. G. Harrison, Mr Sprock, Miss M. S. Hoy, Mr G. A. Stevenson, Mr V. De Longmire, Mr and Mrs John Stewart, Dr B. C. McNeil, Mrs B. C. McNeil

STATION HOTEL.

Mr and Mrs A. C. Akehurst, Mr H. Lehmann, Mr & Mrs. John McBachkan, Mr Duncan Clark, Mr G. R. Edwards, Mr & Mrs R. Pithie, Mr D. A. Goodwin, Mr H. Ruhe, Mr L. Guy, Mrs A. G. Smith, Mr A. H. Hewitt, Mr Steinhost, Mr Wm. Hoy, Mr F. Wiesler, Mr W. Kuhn

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer	noon, Sat'day	Steamer	Saturday	Friday
DEVANHA	Sept. 12	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	Oct. 11	Through steamer	Nov. 8	Nov. 14
DELTA	Oct. 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

On and after the present date the Fares to London and Marseilles will be as follows:—

			LONDON.			
1st SALOON	"A"	Accommodation	SINGLE	£65.	RETURN	£97.
	"B"	"	"	£59.	"	£89.
2nd SALOON	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
			MARSEILLES.			
1st SALOON	"A"	Accommodation	SINGLE	£61.	RETURN	£91.
	"B"	"	"	£55.	"	£83.
2nd SALOON	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) **STEAMERS**

WILL LEAVE FOR

LONDON,

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave Hongkong	Due Marseilles	Due London
	about	about	about
NYANZA	September 17	Oct. 24	November 2
NORE	October 1	Nov. 5	November 16
NILE	October 15	Nov. 19	November 29
SYRIA	October 29	Dec. 2	December 11
SUMATRA	November 12	Dec. 15	December 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted

FARES TO LONDON

1st SALOON £50 SINGLE: £75 RETURN.
2nd " £35 " £52 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A **SURTAX OF 10 %.**

For further particulars apply to

E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To Sail.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	PRINZ WALDEMAR, Capt. H. Bremer.	(8,000)	SATURDAY, 6th September, at 9 a.m.
KOBE	COBLENZ, Capt. L. Klugkist.	(6,750)	About TUESDAY, 16th Sept

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,
MELCHERS & CO.,
General Agents, Hongkong & China.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA."

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (Or.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. LIBERIA ..... 11th Sept.
S.S. ALBENGA ..... 20th Sept.
S.S. SUEDMARK ..... 20th Sept.
S.S. ARABIA ..... 6th Oct.
S.S. SEJOVIA ..... 20th Oct.
S.S. ALTMARK ..... 5th Nov.

Homeward.

For Marseilles, Rotterdam, Hamburg & Antwerp
S.S. "O.J.D. ASLERS," ... 8th Sept.
For Havre & Hamburg
S.S. BELGRAVIA ..... 13th Sept.
For Havre, Antwerp & Hamburg
S.S. GRACIA ..... 18th Sept.
For Havre, Bremen and Hamburg
S.S. SCANDIA ..... 18th Sept.
For Vancouver, Seattle and/or Tacoma & Portland (Or.)
S.S. C. FERD. LAEISZ ... 30th Sept.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

SHIPPING

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port-Said.

S.S. AFRICA, 8340 tons, will leave as above on 15th September, at 4 p.m.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £36, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, (Calcutta), Colombo, Bombay, (Karachi), Aden, Suez, Port Said.

S.S.

These Steamers, of large tonnage are fitted with comfortable one class accommodation for Saloon passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FARES Trieste-London.

By Simplon Express
Via Venice, Milan, Simplon, Lausanne, Paris, Calais, or Boulogne, Class I £8.11, II £6.1.6.
By St. Gothard Express:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.11, II £6.1.6.
By Semmering Express:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
By Tauern Express:
Via Munich Cologne, Hook or Flushing, Class I £7.19.3, II £5.1.6

TO SHANGHAI:

S.S. KOERBER, 9900 tons, will leave as above 1st Oct. at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £8, 2nd £4, 3rd £2.

TO KOBE, Via SHANGHAI, YOKOHAMA.

S.S. CHINA, 11,800 tons, will leave as above about September 27.

Cargo taken at through rates to all ports in Adriatic Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leave
'TACOMA MARU' ‡	T. Hamada	Thursday, 4th Sept. at 1 p.m.
'PANAMA MARU' †	J. Kanao	Wed'day, 17th Sept. at 1 p.m.
'SEATTLE MARU' ‡	T. Saito	Thursday, 2nd Oct. at 1 p.m.
'MEXICO MARU' †	N. Kobayashi	Wed'day, 15th Oct. at 1 p.m.
'CHICAGO MARU' ‡	S. Nemooto	Thursday, 30th Oct. at 1 p.m.

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI SHIMIDZU & YOKOHAMA.
‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
'LUZON MARU'	H. Yamamoto	Friday, 5th Sept., at 4 p.m.
'INDO MARU'	K. Komiya	Thursday, 23rd Oct., at 4 p.m.

FOR MOJI KOBE & YOKKAICHI.

'LUZON MARU'	H. Yamamoto	Thursday, 30th Oct. p.m.

CHINA AND FORMOSA LINE.

FOR TAMSUI VIA SWATOW & AMOY.

Steamers	Captains	Leaving
'DAIGI MARU'	S. Tokushige	Sunday, 7th September at Noon.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
'KAIJO MARU'	Y. Yamamoto	

FOR ANPING & TAKAO via SWATOW & AMOY.

Steamer	Captain	Leaving
'SOSHU MARU'	K. Tashiro	

FOR CANTON.

Steamer	Captain	Leaving
'SOSHU MARU'	K. Tashiro	

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply

Z. KAMIYA, *Manager,*
Second Floor No. 1, Queen's building.

PHILIPPINES STEAMSHIP Co.

Steamship.	Tons	Captain.	For	Sailing Date.
RUBI	4,000	T. Miller	Manila, Manguris, Cebu & Iloilo.	THURSDAY, Sept. 4, at 4 p.m.
ZAFIRO	4,000	F. S. McMurray	Manila, Manguris, Cebu & Iloilo.	SATURDAY, Sept. 13, at 4 p.m

Electric Light and Fans in every Cabin. Competent Stewardess carried.

For Freight or Passage, apply to

Shewan, Tomes & Co., *General Managers.*

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 16, DES VŒUX ROAD CENTRAL HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.
MANILA—MANILA HOTEL. P. O. Box 786.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONEYS exchanged.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line.

FROM HONGKONG. 27th September. PROPOSED SAILINGS. Connecting with. FROM COLOMBO. 'KATANGA' 12th Oct.

For Rates and further information apply to.

THE BANK LINE, LIMITED, MANAGING AGENTS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates of Freight or Passage, apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL

FORTNIGHTLY SERVICE TO AND FROM JAPAN Via SHANGHAI.

For	Steamers	Captain	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT,	—,	7th September.
MARSEILLES, via PORTS	AUSTRALIEN.	Goubault.	9th Sept. at 1 P.M.

TRANSHIPPING on the Cos Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

de BUSSIERRE, *Act. Agent,*
QUEEN'S BUILDING.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA.'

Capacity 23,000 Tons. Length 630 Feet. Beam 73½ Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLICK).

SAILS FROM HONGKONG on SATURDAY, 15th November at Noon.

FOR

SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (at outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada, and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, PRINCE'S BUILDING. 681

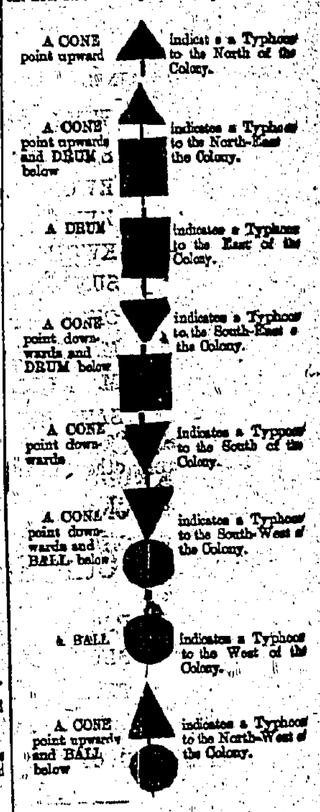
Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving
Australian Ports, &c.	St Albans	Gibb Livingston & Co.	Sept. 19, at 11 a.m.
Australia Ports, &c.	Eastern	Gibb Livingston & Co.	Oct. 10, at 11 a.m.
B'bay v. S'pore & C'bo	Bombay Maru	Nippon Yusen Kaisha	September 6.
Chinwantao	Hopsang	Jardine M'son & Co. Ld	Sept. 5, at Noon.
Kobe & Moji	Jelunga	D. Sassoon & Co., Ld.	Sept. 19.
Kobe, S'hai & Y'hama	China	Sander, Weiler & Co.	Sept. 27.
Kobe	Coblenz	Melchers & Co.	About Sept. 16.
Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	Sept. 11, at 11 a.m.
Kobe & Yokohama	Kamo Maru	Nippon Yusen Kaisha	Sept. 25, at 11 a.m.
London, &c.	Devanha	P. & O. S. N. Co.	Sept. 13, at Noon.
London, Antwerp, &c.	Nyanza	P. & O. S. N. Co.	About Sept. 17.
Marseilles, v. Ports	Australien	Messageries Maritimes	Sept. 9, at 1 p.m.
Manila, Cebu & Iloilo	Zafiro	Shewan, Tomes & Co.	Sept. 13, at 4 p.m.
Manila, Cebu & Iloilo	Taming	Butterfield & Swire	Sept. 9, at 4 p.m.
Moji & Kobe	Banri Maru	Dodwell & Co. Limited	Sept. 14.
Manila	Yuensang	Jardine, M'son & Co. Ld	Sept. 6, at 2 p.m.
Manila	Loongsang	Jardine, M'son & Co. Ld	Sept. 13, at 2 p.m.
Mar., London &c.	Kitano Maru	Nippon Yusen Kaisha	Sept. 10, Daylight.
Mar., London, &c.	Iyo Maru	Nippon Yusen Kaisha	Sept. 24, Daylight.
New York	Satsuma	Dodwell & Co. Limited	About Sept. 12
Ningpo & Shanghai	Ningpo	Butterfield & Swire	Sept 5, Daylight.
San Francisco v. Japan	Persia	Pacific Mail S. S. Co.	Sept. 13, at Noon.
San Francisco, v. Japan	Korea	Pacific Mail S.S. Co.	Sept. 20 at 1 p.m.
San Francisco v. Japan	Hongkong Maru	Toyo Kisen Kaisha	Sept. 18, at Noon.
S'an Francisco v. Japan	Shinyo Maru	Toyo Kisen Kaisha	Sept. 25, at Noon
S'hai Moji & Y'hama	Nile	P. & O. S.N. Co.	Sept. 5, at 2 p.m.
S'hai, Kobe & Y'hama	Liberia	Hamburg Am'ka Linie	Sept. 11.
S'hai Kobe & Y'hama	Albonga	Hamburg Am'ka Linie	Sept. 20.
S'hai, Kobe, & Y'hama	Spedmark	Hamburg Am'ka Linie	Sept. 20.
S'hai, Kobe & Y'hama	Paul Lecat	Messageries Maritimes	Sept. 7.
S'hai, Kobe & Moji	Arratoon Apcar	D. Sassoon & Co., Ld.	Sept. 23.
Shanghai	Asaye	P. & O. S. N. Co.	About Sept. 11.
Shanghai	Koerber	Sander, Wieler & Co.	Oct. 1, at 6 a.m.
Shanghai	Yingchow	Butterfield & Swire	Sept. 13, Midnight.
Shanghai	Sangsang	Jardine, M'son & Co. Ld	Sept. 7, Daylight.
Shanghai	Chenan	Butterfield & Swire	Sept. 6, Midnight.
Shanghai	Luchow	Butterfield & Swire	Sept. 11, at 4 p.m.
Shanghai	Colombo Maru	Nippon Yusen Kaisha	Sept. 6.
S'pore, P'ang & B'goon	Kutsang	Jardine, M'son Co. Ld.	Sept. 5, at 2 p.m.
S'pore, P'ang, Calcutta	Luzon Maru	Osaka Shosen Kaisha	Sept. 5, at 4 p.m.
B'bay, v. S'pore & C'bo.	Gregory Apcar	D. Sassoon & Co., Ld.	Sept. 17.
S'pore, P'ang & Cal'ta	Dilwara	D. Sassoon & Co., Ld.	Sept. 22.
S'pore, P'ang & C'tta.	Kumsang	Jardine, M'son Co. Ld.	Sept. 9, at 2 p.m.
S'pore, Penang & C'tta	Haimun	Douglas & Co. Ld.	Sept. 10, at 11 a.m.
Swatow	Hilching	Douglas & Co., Ld.	Sept. 5, at 11 a.m.
S'tow, Amoy & F'chow	Huiyang	Douglas, Lapraik & Co.	Sept. 9, at 11 a.m.
S'tow, Amoy & F'chow	Haitan	Douglas, Lapraik & Co.	Sept. 12, at 11 a.m.
S'tow, Amoy & F'chow	Panama Maru	Osaka Shosen Kaisha	Sept. 17, at 1 p.m.
V'toria, T'ma & Japan	Awa Maru	Nippon Yusen Kaisha	Sept. 9, at 4 p.m.
V'ria B.C. Seattle &c.	Empress of Russia	C. P. R. Co.	Sept., 10.
Vancouver, (B.C.), &c.	Empress of India	C. P. R. Co.	Sept. 24.
Vancouver (B.C.) &c.	Den of Glamis	Jardine, M'son & Co. Ld	Sept. 23.
V'ver S'tle & Tacoma	Laisang	Jardine, M'son Co., Ld.	Sept. 5 at 4 p.m.
Y'hama, Kobe & Moji	Fultala	Jardine, M'son Co. Ld.	Sept. 10, at 4 p.m.
Y'hama, Kobe & Moji			

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises Lai-chi-kok and F. O. Quarters, Lyeemoon.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock,	Aberdeen,
Waglan,	San Ki Wan
Stanley,	Sai Kung,
Cape Collinson,	Sha Tau Kok

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal, from the lighthouse.

T. F. CLARKE,
Director.

STEAMERS PASSED SUEZ CANAL.

August 1, *Baron Driesen, Ekaterinoslav.*
August 5, *Benlarig.*
August 8, *Stentor.*
August 12, *Benarty, Diomed, Indien, Koerber, Atlantique, Titan.*
August 15, *Indrani, Canfa, Socotra, Tango Maru, Wrayeastle, Den of Glamis, Paul Lecat.*
August 19, *Machaon.*
August 22, *Albenga, Bayern, Glenstrae, Sardinia, Sithonia, Yeddo, Demodocus.*
August 26, *Achilles, Beneleuch, Benmorlich, Candia, Syria.*
August 29, *Alenta Maru, Canton, Kamo Maru, Siam, Yorck, Gneisenau, Ischia.*
September 2, *Armand Behic, Kouangsi, Macedonia, Perseus, Goldenfels.*

STEAMERS EXPECTED.

Mail.

The P. M. S. S. Co.'s s.s. *Persia* arrived at Manila on Monday, September 1, between 6 and 8 p.m.; and sailed from Manila on Wednesday, 3rd September, between 8 and 10 a.m., due to arrive in Hongkong on Friday morning, Sept. 5th, at daylight.

The P. M. S. S. *Korea* sailed from Yokohama for Hongkong via Japan Ports and Manila on Sunday, the 31st Aug., and will arrive in Hongkong on September 12th. The mails from the United States have been transferred to the s.s. *Australien* of the Messageries Maritimes due to arrive in Hongkong on the 8th September.

The C. P. R. Co.'s R.M.S. *Empress of Japan* arrived at Nagasaki at 8 a.m. on Monday, the 1st September, and left again at 4 p.m. on the same day; due to arrive at Kobe at 7 p.m. on Tuesday, the 2nd September.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver on Wednesday, the 27th August, p.m., due to arrive at Hongkong on Thursday, the 18th September.

The C. P. R. Co.'s R.M.S. *Empress of Asia* left Yokohama between 2 and 4 p.m. on Thursday, the 21st August.

Other Vessels.

The Japanese s.s. *Kenkoku Maru* left Moji on 30th August for this port, and is due to arrive here on or about the 4th September.

The Danish s.s. *Tranquebar* left Vladivostock on Friday, the 29th August, and may be expected here on or about *Friday*, the 5th September.

The O. S. K. str. *Panama Maru* from Tacoma via Japan ports, left Shanghai on the 2nd Sept., at noon, for this port, and is due here on the 5th Sept., a.m.

The Danish s.s. *Indien* left Singapore on Sunday, the 31st August, and may be expected here on or about Friday, the 5th Sept., p.m.

The I. C. S. N. Co., Ltd.'s s.s. *Hangsang* left Shanghai on the 31st August, due Hongkong on the 5th September.

The Shire Line Ltd.s s.s. *Radnoshire* left London on the 21st July, due Hongkong on the 9th September.

The N. Y. K. s.s. *Rangoon Maru* (Bombay Line) left Bombay for this port via ports on the 20th August, and is expected here on the 6th Sept.

The N. Y. K. s.s. *Tango Maru* (European Line) left Colombo for this port via Singapore on the 28th August, and is expected here on the 10th September.

The N. Y. K. s. s. *Kitano Maru* (European Line) left Yokohama for this port via Moji, Kobe and Shanghai on the 27th August, and is expected here on 8th September.

The N. Y. K. s.s. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 20th August, and is expected here on the 14th September.

The N. D. L. s.s. *Coblenz* left Sydney on Saturday, the 23rd August, and may be expected here on or about Monday, the 15th September.

The Indra Line N. Co., Ltd.'s s.s. *Indrani* passed the Canal on the 15th August, due Hongkong on the 10th September.

The Shire Line Ltd.'s s.s. *Den of Glamis* from London, passed the Canal on the 15th August, due Hongkong on the 19th September.

The T. K. K. s.s. *Buyo Maru* left Manzanillo for Honolulu on the 28th July and is due in Hongkong on the 20th September.

The E. & A. s.s. *Eastern* left Sydney for this port on 27th August (via Queensland Ports, Port Darwin, Timor and Manila), and may be expected to arrive here on 20th September.

The N. Y. K. s.s. *Yokohama Maru* (American Line) left Seattle for this port via ports on 26th August, and is expected here on the 28th Sept.

Latest Advices.

The C. P. R. Co.'s R.M.S. *Monteagle* arrived at Shanghai at 1 a.m. on Wednesday, the 3rd September, and left again at 11 p.m. on the same day; due to arrive at Moji at 5 p.m. on Friday, the 5th September.

The I. C. S. N. Co., Ltd.'s s.s. *Chongshing* left Tsingtau on the 31st Aug., due Hongkong on the 5th September.

The I. C. S. N. Co., Ltd's s.s. *Mausang* left Sandakan on the 2nd September, due Hongkong on the 8th September.

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer	29.72	29.65	29.56
Temperature	85	80	90
Humidity	71	70	41
Direction of Wind	W	—	NNW
Force	1	0	1
Weather	c	c	b
Rain	—	0.02	—

Highest open air temperature on the 3rd..86
Lowest open air temperature on the 3rd..77

T. F. CLIFTON, *Director.*

Hongkong, Observatory, Sept. 4th, 1913.

Temperature.

Hongkong September 4, 1913.

BAROMETER	9 A.M.	29.68
Do.	1 P.M.	29.62
Do.	4 P.M.	29.58
THERMOMETER	9 A.M.	81
Do.	1 P.M.	83
Do.	4 P.M.	85
Do. (Wet bulb)	9 A.M.	76
Do. (Wet bulb)	1 P.M.	74
Do. (Wet bulb)	4 P.M.	75
Do. Maximum		85
Do. Minimum (over night)		75

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY,

the 10th September 1913, at 2.30 p.m. at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,—

A LARGE QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c., &c., &c.

Comprising as follows:—

TEAKWOOD—Dining and Drawing Room Suites, Upholstered Chairs and Sofas, Carpets and Rugs, 1 Brass and Brass-mounted Bedsteads, Bed Room Suite, Bureaus, Wardrobes, &c., Dining Room Furniture, Extension Dining Tables, Sideboards, etc., etc., 1 Dinner and Dessert Services, Crockery, Sundry Glass Ware, 1 Cooking Stove, Kitchen Utensils, Cutlery, &c.,

BLACKWOOD—Overmantels, Bookcase, Card Tables, Couches, Arm-chairs, Flower Stands, Cabinets, Jardinieres, Hall and Tea Tables, Teapoys, Brackets and Photo Frames, etc., Old Inlaid Chairs, a few pieces of Chinese Porcelain, and

Also

2 Pianos, Ice Chests, Electric Fans, D. B. Hammerless Gun, by Bonehill, 3 Saddles, etc., 1 Polariscope, 1 Analytical Scale, 1 Microscope, &c., &c.

And

A few lots of New Household Linens, Turkish Towels, Frilled Pillow Cases, Sheets, Table Linen, etc., etc.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Sept 4, 1913. 1079

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship PERSIA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from the Company's Godown at West Point.

Cargo will be landed immediately at Consignees' risk on arrival of steamer.

Cargo remaining undelivered on MONDAY, Sept. 8th, at 5 p.m. will incur landing charges.

Cargo remaining undelivered FRIDAY, Sept. 12th, inst 1913, at noon in addition to landing charges will be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on THURSDAY, Sept. 11th, 1913, at 10 A.M.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before October 5th 1913, otherwise they will not be recognized.

R. C. MORTON, *Agent.*

Hongkong, Sept. 4, 1913. 1076

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP *MONTROSE.*

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the GODOWNS of HOLT'S WHARF at KOWLOON, whence and/or from the Wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th prox., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD., *Agents, MOGUL LINE.*

Hongkong, Sept. 4, 1913. 1078

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Laisang* having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ld., *General Manager.*

Hongkong, Sept. 1, 1913. 1067

To-day's Advertisements

ROYAL MAIL STEAM PACKET CO.

FROM PORTLAND (ORE) & JAPAN.

THE Co.'s Steamship *Hamburg* having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered free alongside.

Cargo impeding the discharge or remaining on board will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ld., *Agents.*

Hongkong, Sept. 4, 1913. 1077

POST OFFICE NOTICES.

The United States Mails ex Korea has been transferred to the s.s. Australien, due here on Monday, the 8th inst.

Mails will close for:—

SWATOW & BANGKOK.
Per *Drafan*, at 9 a.m., on Friday, the 5th Sept.

SWATOW.
Per *Signal*, at 9 a.m., on Friday, the 5th Sept.

SWATOW, AMOY & FOOCHOW.
Per *Haisheng*, at 10 a.m., on Friday, the 5th Sept.

SAIGON.
Per *Lyeemun*, at 10 a.m., on Friday, the 5th Sept.

SHANGHAI, NORTH CHINA & JAPAN Via MOJI.
Per *Montrose*, at noon, on Friday, the 5th Sept.

STRAITS & INDIA Via CALCUTTA.
Per *Kutsang*, at 1 p.m., on Friday, the 5th Sept.

MACAO.
Per *Sui Tai*, at 1.15 p.m., on Friday, the 5th Sept.

JAPAN Via YOKOHAMA.
Per *Laisang*, at 3 p.m., on Friday, the 5th Sept.

NINGPO, SHANGHAI, NORTH CHINA & NEWCHWANG.
Per *Ningpo*, at 3 p.m., on Friday, the 5th Sept.

SHANGHAI, NORTH CHINA & JAPAN Via MOJI.
Per *Nile*, at 3 p.m., on Friday, the 5th Sept.

SAIGON.
Per *Kumchow*, at 4 p.m., on Friday, the 5th Sept.
Per *Phranang*, at 5 p.m., on Friday, the 5th Sept.

PHILIPPINE ISLANDS, ANGAUR, YAP, FRIEDERICH WILHELMSHAFEN, RABAUL, HERBERTSHOHE, MATUPI, TASMANIA, NEW ZEALAND, S. & W. AUSTRALIA Via BRISBANE.
Per *Prinz Waldemar*, at 8 a.m., on Saturday, the 6th Sept.

HOIHOW & PAKHOI.
Per *Mathilde*, at 8 a.m., on Saturday, the 6th Sept.

PHILIPPINE ISLANDS.
Per *Yuensang*, at 1 p.m., on Saturday, the 6th Sept.

SHANGHAI & NORTH CHINA (Europe via Siberia).
Per *Chenan*, at 5 p.m., on Saturday, the 6th Sept.

SHANGHAI & NORTH CHINA.
Per *Hangsang*, at 5 p.m., on Saturday, the 6th Sept.

SWATOW.
Per *Haimun*, at 9 a.m., on Sunday, the 7th Sept.

SWATOW, AMOY & FORMOSA Via TAMSUI.
Per *Daigi Maru*, at 9 a.m., on Sunday, the 7th Sept.

SWATOW, AMOY & FOOCHOW.
Per *Haiyang*, at 10 a.m., on Tuesday, the 9th Sept.

STRAITS & INDIA Via CALCUTTA.
Per *Kumsang*, at 1 p.m., on Tuesday, the 9th Sept.

FORMOSA Via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN Via MOJI, VICTORIA & SEATTLE.
Per *Awa Maru*, at 3 p.m., on Tuesday, the 9th Sept.

PHILIPPINE ISLANDS.
Per *Taming*, at 5 p.m., on Tuesday, the 9th Sept.

STRAITS & CEYLON.
Per *Kitano Maru*, at 5 p.m., on Tuesday, the 9th Sept.

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE Via MARSEILLES.
Per *Australien*, on Tuesday, the 9th Sept.

Printed Matter and Samples at 10 a.m.
Registration 10.15 a.m.
Registration, with late fee of 10 cents up to 11.00 a.m.)
Registration, Kowloon B.O., 10.15 a.m.
Letters at 11 a.m.
Late Letters 11 a.m. to noon. Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

EXCHANGE.

Hongkong, September 4, 1913.

On London—	
Bank Wire	1/11⅞
,, On demand	1/11⅞
,, 30 days' sight	2/-
,, 4 months' sight	2/-½
Credits, 4 months' sight	2/-½
Documentary, 4 months' sight	2/-½
On Paris—	
On demand	251½
Credits, 4 months' sight	256½
On Berlin—	
On demand	203
On New York—	
On demand	48½
Credit, 60 days sight	49½
On Bombay—	
Wire	148½
On demand	149
On Calcutta—	
Wire	148½
On demand	149
On Singapore—	
On demand	85½
On Manila—	
On demand	98
On Shanghai—	
On demand	73½
30 days' sight, (private paper)	74
On Yokohama—	
On demand	97
Gold Leaf, 100 tns (per tael)	$32.90
Sovereigns (Banks' buying rate)	$9.95
Silver (per oz.)	27⅝
Bar Silver in Hongkong	81⅛ per oz
Chinese Copper Cash	.....
Chinese Copper Coin	71% dis.
Rate of Native Interest	6 %
Chinese Sub. Coin	71% dis.
Hongkong Sub. Coin	71% dis.

SHIPPING

ARRIVALS.

September 3.

Chenan, British str., 1,355, W. Lloyd-Jones, Shanghai August 31, General.—BUTTERFIELD & SWIRE.

Daigi Maru, Japanese steamer, 846, S. Tokushige, Tamsui, via Amoy and Swatow Sept. 2, General.—O. S. K.

September 4.

Nile, British steamer, 4,188, H. Powell, London July 26, and Singapore August 30, General.—P. & O. S. N. Co.

Pouhatan, British steamer, 3,925, F. S. Hollinshead, Calcutta August 22, Ballast.—STANDARD OIL CO.

Poleric, British str., 3,927, J. E. Dyo, New York July 15, General.—BANK LINE, LD.

Wade Maru, Japanese steamer, 2,081, Tasai, Moji Aug. 28, Coal.—JAPANESE.

Montrose, British str., 2,835, D. Reid, Glasgow, via Liverpool and Singapore Aug. 29, General.—DODWELL & Co., LD.

Prinz Waldemar, German str., 1,737, H. Bremer, Yokohama August 28, General.—MELCHERS & Co.

Bombay Maru, Japanese str., 4,624, M. Tozawa, from Kobe and Moji, General.—NIPPON YUSEN KAISHA.

DEPARTURES.

September 4.

Prinz Ludwig, for Shanghai & Yokohama.
Si-Kiang, for Haiphong.
Hirukushima Maru, for Wakamatsu.
Carl Diederichsen, for Takao.
Choysang, for Swatow and Shanghai.
Chinli, for Saigon.
Soshu Maru, for Swatow and Anping.
Chenan, for Canton.
Vorwaerts, for Singapore and Trieste.
Anhui, for Shanghai.
Rubi, for Manila and Iloilo.

CLEARED.

Kunajiri Maru, for Karatsu.
Hongkong, for Hoihow and Haiphong.
Helene, for Hoihow and Tourane.
Signal, for Swatow.
Kamoy, for Bangkok.
Kumchow, for Saigon.
Pouhatan, for Manila and San Francisco.
Hong Bee, for Amoy and Singapore.
Antilochus, for Tacoma and Vancouver.
Poleric, for Shanghai and Yokohama.
Nile, for Shanghai and Yokohama.

PASSENGERS.

ARRIVED.

Per *Nile*, from London: for Hongkong, Mr James Smith, Master A. West, Miss E. Hewitt, Mr and Mrs F. C. Goodman and child, Mr and Mrs H. H. Digby, Mr R. G. Southerton; for Shanghai, Mr James Tiffin, Mrs and Miss Tiffin and 4 children, Mrs Frazier and child, Miss D. Swindell, Miss E. Smith, Mr F. Staley, Mr A. L. Grace, Mr A. J. Habbe, Mr J. Chuseman; for Kobe, Mrs and Miss Bancher; for Yokohama, Arch. A. F. King. From Singapore: for Shanghai, Miss D. Hanbury.

DEPARTED.

Per *Rubi*, for Manila, Mr and Mrs G. P. McDonnell, Miss Ellen T. Hicks, Mr F. E. Baldwin, Mr R. G. France, Mr A. T. Hohener, Mr Geo. Whalen, Mr and Mrs H. G. Reed, Mr Frank Powell; for Iloilo, Mr Vicente Rupasta Lim.

SHIPPING REPORTS.

The British steamer *Chenan* reports: From Tung Yung to Breaker Point, strong N.E. monsoon; and from there to port, moderate variable winds and fine weather.

PASSENGERS EXPECTED.

Per P. & O. steamer *Moota* from London Aug. 8, connecting with steamer *Assaye* at Colombo. Due Hongkong Sept. 11, Mr J. Paton.

Per *Tango Maru*, from London, August 2, Mr and Mrs H. St. John Wilding, Rev. and Mrs P. L. Corbin, Miss A. Corbin, Miss C. Corbin, Mrs Lacher, Master Lacher, Mr R. Hartley, Mr T. Kimura, Mr J. J. Thompson, Mrs K. Sato, Miss E. Mori, Mr and Mrs T. Fujita and child, Major N. Matsuki, Mr J. Nagano, Mr F. Ross, Mr K. Nakimura, Miss D. Fujita, Mrs I. Tada and Mr S. Mizoguchi.

Per P. & O. steamer *Syria* from London Aug. 9. Due Hongkong Sept. 19, Mrs J. K. Wood, Mrs Mackie and children, Mr and Mrs S. L. Mugridge, Mr E. T. Gilbert.

Per P. & O. steamer *Narmora* from London Aug. 22, connecting with steamer *China* at Colombo, due Hongkong Sept. 25th: Lieut. F. Thickness, Lieut. H. Bagnall, Mr A. MacDonald, Mr D. Fleukiron, Miss B. Mabe, Mr Haviland.

Per P. & O. steamer *Mongolia* from London Sept. 5, connecting at *Delhi* at Colombo: Lieut. Hongkong October 10.—Mr and Mrs W. J. Gwyn, Mr and Mrs B. Eustace and children, Mr G. P. Curvey, Mr and Mrs A. Gordon and children, Rev. and Mrs W. D. Paton and child.

WEATHER REPORT.

On the 4th at 6.15 a.m.—Red Drum hoisted.

At 11.30.—An area of high pressure still stretches from N. China to N. Japan.

Pressure has decreased considerably over Formosa and from Hongkong to N. Luzon.

At 6 a.m. this morning the centre of the typhoon was in about latitude 20 N. and longitude 120 E. travelling north-westward at the rate of 15 miles an hour. It will probably strike the coast near Swatow or Amoy to-morrow morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 00.2 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: N. to N.W. winds, moderate to fresh; fine at first, rain later.

2.—Formosa Channel: Cyclonic gales.

3.—South coast of China between Hongkong and Lamocks: The same as No. 2.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

HONGKONG TIDES.

The tide table give below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamoa Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

September 5th to 11th, 1913.

Day of Week	Day of Month	High Water: Hongkong Mean Time	High Water: Height (feet)	Low Water: Hongkong Mean Time	Low Water: Height (feet)
		h m		h m	
Fri.	5			m 6 15	1.0
Sat.	6	m 0 53 a	5.9	6 52 a	3.2
		1 8 a	6.5	m 7 14	2.2
Sun.	7	m 1 3	6.5	6 48 a	3.7
		1 0 a	6.5	m 8 28	2.4
Mon.	8	m 1 43	6.5	7 0 a	4.1
		No interior high water		m 10 36 nor low water	2.4
Tues.	9	m 3 6	6.5	0 3 a	2.2
		No interior high water		nor low water	
Wed.	10	m 4 49	6.6	1 5 a	1.9
		No interior high water		nor low water	
Thur.	11	m 6 10	6.6		
		9 31 a	4.0	1 51 a	1.7

SHARE LIST.—QUOTATIONS.

SEPTEMBER 4, 1913.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.	Return on basis of last dividend.
BANKS.					
Hongkong & Shanghai Bank Corp.	120,000	$125	all	$792½, sellers L'don, £81	5 1/10 o/o
MARINE INSURANCES.					
Canton Insurance Office Co., Ld.	10,000	$250	$50	$308, buyers	6 o/o
North-China Insurance Co., Ld.	10,000	£15	£5	Tls. 137½	
Union Insurance Society, Ld. ...	12,400	$250	$100	$788, sellers	8 1/10 o/o
Yangtsze Insurance Assoc., Ld.	12,000	$100	$60	$190, @ ex 7/-	
FIRE INSURANCES.					
China Fire Insurance Co., Ld....	20,000	$100	$20	$148, buyers	6 7/10 o/o
Hongkong Fire Insur. Co., Ld.	6,000	$250	$50	$360, buyers	7 1/2 o/o
DOCKS, ETC.					
H'kong & W'poa Dock Co., Ld.	50,000	$50	all	$80	3 o/o
New Amoy Dock Co., Ltd.	10,000	64	all	$8½	7 1/10 o/o
Shanghai Dock & Eng. Co., Ld.	58,700	Tls. 100	all	Tls. 55	
STEAMBOATS, TUGS, ETC.					
China and Manila S.S. Co., Ld.	30,000	$25	all	$9	
Douglas Steamship Co., Limited	20,000	$50	all	$38	5 o/o
H.K., C. & M. S. B. Co., Ld....	30,000	$15	all	$29½, sellers	7 1/10 o/o
Indo-China S. N. Co., Ltd....	60,000 60,000	£6	all	$75 L'don, £2.	
Star Ferry Company, Ld.	30,000	$100	all	$57, by'rs	8 1/10 o/o
Shell Trans. & Trad. Co., Ld.	2,500,000	£1	all	100/-	6 o/o
Shanghai Tug & Lighter Co., Ld.	20,000	Tls. 25	all	Tls. 22	
do Preferences	10,000	Tls. 50	all	Tls. 44½	
REFINERIES.					
China Sugar Company, Limited	20,000	$100	all	$97	3 o/o
Luzon Sugar Company, Limited	7,000	$100	all	$35	
WHARVES.					
H.K. & K. Wharf & Godown Co.	60,000	50	all	$93, sales	5 o/o
Shanghai & Hongkew Wharf Co.	56,000	Tls. 100	all	Tls. 105	
LAND AND BUILDINGS.					
Hongkong Land Investment & Agency Company, Limited...	50,000	$100	all	$115	8 1/10 o/o
Hongkong Land Reclamation Co. Ld.	25,000	$100	$75	$200	
S'hai Land Investments Co., Ld.	78,000	Tls. 50	all	Tls. 89	
Kowloon Land & Building Co....	6,000	$50	$30	$46, by'rs	7 o/o
Wei-hai-wei Land & Building Co.	5,674	Tls. 20	all	Tls. 4½	
Humphreys Estate & Finance Co.	150,000	$10	all	$9, buyers	5 4/10 o/o
West Point Building Co., Ld. ...	12,500	$50	all	$72, sellers	5 2/10 o/o
TRAMWAYS.					
The Peak Tramways Co., Ld.	25,000	$10	all	$10	7 1/10 o/o
	50,000	$10	$1	90 cts.	
MINING.					
Chinese Engin. Mining Co., Ld.	1,000,000	$	all	30/-	
Tronoh Mines, Limited	160,000	1	all	58/-	
Heawood Tin & Rub. Estate, Ld.	£32,000	2/-	all	3/6	
Raub Aus. Gold Mining Co., Ld.	200,000	$1	all	$3½	
HOTELS, ETC.					
Hongkong Hotel Company, Ld.	12,000 6,000	$50	all $30	$125 $90	5 o/o
Manila Metropole Hotel, Ld. ...	15,000	Pes. 10	all	P3½ sellers	
Astor House H. Co., Ld. (S'hai)	80,000	$25	all	$3	
MISCELLANEOUS.					
A. S. Watson & Co., Limited ...	60,000	$10	all	$7.60, buyers	
LIGHTING.					
Shanghai Gas Company, Limited	24,000	Tls. 50	all	Tls. 70	
Hongkong Electric Co., Limited	60,000	$10	all	$38½, by'rs	4 o/o
MISCELLANEOUS.					
Green Island Cement Co., Ld. ...	400,000	$10	all	$6.60	
Union Waterboat Co., Limited ...	50,000	$10	all	$17, buyers	5 1/10 o/o
Hongkong Dairy Farm Co.	40,000	$7½	$6	$27, buyers	5 o/o
Hongkong Ice Company, Limited	5,000	$25	all	$17½, sellers	5 1/10 o/o
Shanghai Waterworks Co., Ld....	16,250	£20	all	Tls. 320	
H.K. Rope Manufactory Co., Ld.	60,000	$10	all	$24	8 1/10 o/o
H.K. & S. C. S. Fisheries Co., Ld.	15,000	$100	all	$2, buyers	
H'kong Cotton Spinning Co., Ld.	125,000	$10	all	$9½ sales	
Ewo Cotton Spinning and Weaving Co., Limited	20,000	Tls. 50	all	Tls. 125, sellers	
Maatschappij tot Mijn, Bosch- en Landbouwexploitatie in Langkat	250,000	G. 15	all	Tls. 23, buyers	
China Provident Loan Mortgage Co., Limited	200,000	$10	all	$8½, by'rs	7 1/10 o/o
China Borneo Company, Limited	60,000	$12	all	$10	8 1/10 o/o
Campbell, Moore & Co., Limited	1,200	$10	all	$25	
Wm. Powell, Limited	15,000	$7	all	$11, sellers	4 o/o
South China Morning Post	6,000	$25	all	$22	
China Light & Power Company	50,000	$5	all	$4½, sellers	
	50,000	$1	all		
Steam Laundry Co., Limited ...	20,000	$5	all	$4½, sellers	
Watermann, Limited	3,000	$10	all	$31, buyers	
Societe des Pulpes et Papeterie du Tonkin	12,200	$50	all	$20, sellers	
H'kong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld. ...	325,000	5/-	all	8/3 sales	
CIGAR COMPANIES.					
Philippine Co., Limited	75,000	$10	all	$5	

Para Rubber in London: ..... per lb., — 3/7½

Loan.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 % p annum	Par.

VERNON and SMYTH, *Share-Brokers.*

Printed and published for THE CHINA MAIL, Limited, by WILLIAM ANDREW DONALDSON, No. 5, Wyndham Street, Hongkong.